

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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American legend tackles another tough test: the MN readers' questions p20

Merc man rises from last in Donington decider while Steller Audi takes GT4 crown

LOGGIE: I THOUGHT I'D LOST BRITISH GT TITLE



Merc man bounced back after early spill



Loggie has finally landed the big GT prize

By Graham Keillor

Ian Loggie has admitted that he thought he had lost his maiden overall British GT title after spinning his RAM Racing Mercedes early on in a dramatic Donington Park showdown last weekend.

Loggie's Mercedes and the three other title-contending crews started far down after qualifying rain mixed up the grid order. Then Loggie dropped to last avoiding an opening-turn melee, and soon afterwards lost the places he'd made up with a spin.

The amateur driver, who finished a close runner-up in the overall standings last year, told Motorsport News: "[When] I had that crazy spin, I thought 'I've just sold my championship here, I'm going to be a bridesmaid again'."

Loggie and partner Jules Gounon however recovered to finish second, more than enough for Loggie's title, and were just shy of the Darren Leung/Alexander Sims BMW taking Century's first overall win.

Steller Audi R8 pair Richard Williams and Sennan Fielding took the GT4 title after also finishing second in their race.

Full report, p18

REPORT

MACKINNON GOES FOURTH ON MULL

Hyundai man tames the island challenge **P16**



INSIGHT

WHY CIRCUITS CAN SAVE RALLYING

How the single-venue contest is reborn **p29**





CONGRATULATIONS TO 2022 BRITISH GT CHAMPION IAN LOGGIE

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COMMENT

Photo: Jakob Ebrey, Motorsport Images, Chicane Media



The young hopefuls will go toe-to-toe at Brands Hatch on Sunday afternoon

FORMULA FORD'S BIG SHOWDOWN

I imagine the disappointment. After joining Motorsport News as a staff member charged with covering national racing, I was sure that one of my first assignments – just three weeks after becoming a fully-fledged member of the team – was to be to head to Brands Hatch and cover the 1995 Formula Ford Festival.

The UK season had been a belter between likeable Belgian Bas Leinders in his Swift and the works Van Diemen of the ebullient Kevin McGarrity. I had stocked up on notebooks and bought an extra Biro. This was my chance to shine.

Except, it turned out, it wasn't. The national racing news desk was a two-man partnership in those days, and my senior, in his wisdom, decided that the Formula Ford Festival would be his territory.

Instead, I would be packed off to Donington Park to watch Andrew Kirkaldy and Damien Faulkner share the race wins in the Formula Vauxhall Junior Winter Series. Marc Hynes dominated in Formula Vauxhall, I remember that too. In the days before proper mobile phone connections and internet availability, Brands Hatch seemed like a million miles away. Leinders won, but it took me a long time to find out.

We preview this weekend's event on page 26, and the Festival has managed to maintain its appeal for both veteran racers and the young, hungry up-and-comers too. It is one to cherish in the national racing calendar.

In this issue, we also reveal the results of our Motul UK-backed poll, which has unearthed the fact that future Le Mans winner Nick Tandy was the favourite Formula Ford Festival winner. It certainly was a win that was controversial, with a collision meaning that the decision was not made official until a long time after the chequered flag had actually fallen. It was another one of those finals which went down in folklore, which is what makes the Festival such a special event.

Also in this issue, we speak to one of the Formula Ford Festival's 1991 entrants, the Team USA driver Bryan Herta, who went on to have a decorated career in Indycar and sportscars. The now-team owner, who is also the proud father of a Formula 1 hopeful, is full, frank and funny in his answers (not that we expected anything less).

Our congratulations must also go to Ian Loggie on finally clinching the British GT crown after a dramatic finale at Donington Park last weekend. He clearly thought that the title was a long way away after being tipped into the gravel at the opening corner. His resolve was severely tested, but he prevailed after a nail-biting finish to the season. Well done all round.

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IN THIS ISSUE



P4

Red Bull in hot water on budget cap

Title-winning team accused of 2021 financial issues

P16



MacKinnon tames Mull

Hyundai man fends off his rivals for another island victory

P18

Merc survives a GT gravel rash

Ian Loggie bounces back for dramatic British GT title victory



P20

| | |
|---------------------------------|----|
| News: Racing | 4 |
| News: Rallying | 9 |
| News: Sporting Scene | 12 |
| News: Historics | 13 |
| Column: Graham Keilloh | 15 |
| Report: Mull Rally | 16 |
| Report: Historic Rally Festival | 17 |
| Report: British GT Donington | 18 |
| Q&A: Bryan Herta | 20 |
| Preview: Formula Ford Festival | 26 |
| MN Poll: Festival favourites | 27 |
| Feature: Circuit Rally Series | 29 |
| Reports: National Rallying | 31 |
| Reports: National Racing | 32 |
| Column: Cadu Bonini | 34 |
| What's on/readers' photos | 35 |

Readers' Q&A: Bryan Herta

American star and team owner – plus a proud racing dad – tackles the MN posers



P26

Preview: Formula Ford Festival at Brands Hatch

RACING NEWS

Photos :Motorsport Images



Red Bull and Aston are under scrutiny

RED BULL AND ASTON GUILTY OF BREAKING COST-CAP RULES
Mistakes by title-winning Formula 1 team will lead to a censure

By Matt James

Red Bull and Aston Martin have both been found to have breached the budget cap regulations during the 2021 Formula 1 season, the FIA has reported.

The sport’s governors determined that Red Bull exceeded the £114 million limit. The FIA said the team’s overspend was minor, which means that it was less than 5% of the cap (£6.49 million). While both Red Bull and

Aston Martin were also found to have committed procedural breaches.

The actions the FIA can take are now multiple, and they range from a deduction of points from the drivers’ and/or teams’ championship from the season in question, limitations on future aerodynamics or other testing and a further reduction of the teams’ cost cap.

The FIA has yet to make it clear which path it will take, and says it is “currently determining appropriate

action.” No timeframe has been revealed for a decision to be made.

Red Bull and Aston will have the chance appeal any censure, and also the opportunity to make a ‘settlement agreement; with the FIA in which the team takes the wrap for the mistake and an appropriate punishment is handed out.

The procedural breach means it was an administrative slip-up by the team, rather than an outright overspend on developments. Earlier this

year, Williams was fined £22,300 for a similar mistake.

The FIA statement added: “With respect to this first year of the application of the financial regulations, the intervention of the FIA cost-cap administration has been limited to reviewing the submissions made by the competitors and that no full formal investigations were launched.”

Aston Martin had not commented on its infringement as Motorsport News went to press.

Horner hits back at suggestions of wrongdoing

Red Bull team boss Christian Horner says that he was certain his squad had not broken any cost-cap regulations during the 2021 campaign and he was waiting for the FIA to finish its investigations before admitting liability.

The issue came to light at the recent Singapore Grand Prix and drew criticism from rival team bosses, but Horner was adamant that his operation was in the clear. He repeated those remarks to Radio 4 last week on the Today programme.

“We’re very confident we’re within the cap and within those financial regulations,” he said.

“So we’ve been shocked at the speculation and accusations that have been made by other teams. We wait for the FIA to conclude



Christian Horner: ire

their process and we wait to see what comes out. Anything other than compliance we’ll be extremely surprised at.”

The Red Bull team added in a statement: “Our 2021 submission was below the cost-cap limit, so we need to carefully review the FIA’s findings, as our belief remains that the relevant costs are under the 2021 cost-cap amount.”

Meanwhile, Ferrari team chief Mattia Binotto

said that any team found to be in breach of the regulations, for whatever reason, should be heavily censured. “If there is a breach, the penalty has to be significant,” said Binotto. “Our car has been developed respecting the budget cap and we know how much even a minor breach would have implied in performance.”

“[A] \$5m [overspend] is about half a second, \$1-2m is 0.1-0.2s, which can be the difference between second on the grid to pole. It is about 2021. And also, over the following seasons. I am expecting full transparency and clarity on the discussions.”

Merc F1 team principal Toto Wolff has also called for clarity about the process that was used to arrive at the assessment of any offence.



Pourchaire will get F1 drive

POURCHAIRE TO STEP INTO ALFA IN AMERICA

Formula 2 title-chaser Theo Pourchaire will make his maiden free practice outing in Formula 1 when he joins the Alfa Romeo team for the United States Grand Prix.

The Frenchman, who is second in the F2 points with the ART Grand Prix team, has been co-opted onto the team’s driving strength and will be its test and reserve driver in 2023, taking over from Pole Robert Kubica. Pourchaire, 19, drove a 2019-specification Alfa in a private test at the Hungaroring last August.

At the Circuit of the Americas, he will take over the C42 machine regularly driven by Valtteri Bottas.

Pourchaire said: “It will be my second time behind the wheel of a Formula 1 car, but in some ways, it will feel like it’s the first time, as this time it will be during an official grand prix session. It feels like a dream coming true, and I want to thank Alfa Romeo for putting their trust in me and granting me this amazing opportunity.”

NEW INFORMATION LAPS IDEA TO HELP SODDEN GPS



Information laps could help assess circuit conditions in wet races

Formula 1 drivers have proposed a new solution to check circuit conditions during pre-race downpours by introducing ‘information’ laps to help them assess how wet a circuit is.

After delayed starts at the last two grands prix due to inclement weather, the Grand Prix Drivers’ Association [GPDA] has said that the races should be allowed limited running on the circuit – be that behind a safety car or on their own – to make a judgement call on the track and report back to race control. It is thought this would be more relevant than a call from the safety car driver.

The move, which has been drawn up by

the racers and will be submitted to the FIA at the US Grand Prix in Austin this weekend, has been backed by GPDA chairman and former racer Alex Wurz. He told Autosport: “The race director should have the option for what I call information laps. So he could say, if the teams agreed to this procedure, that in 10 minutes’ time we will send the cars around – like it’s a going-to-the-grid lap.

“On this lap, the drivers would all see what the conditions were like. We could have 20 opinions of the 20 drivers who put their lives at risk. And then it’s a much more informed decision for the FIA from the drivers.”

INDYCAR STARS LINED UP FOR MCLAREN FREE PRACTICE OUTINGS

Indycar race winner Pato O’Ward and Alex Palou will drive for McLaren in forthcoming Formula 1 free practice sessions

Spaniard Palou, who won the 2021 IndyCar title for the Chip Ganassi Racing team, will handle Daniel Ricciardo’s MCL36 at the American Grand Prix this weekend while O’Ward will drive Norris’s machine in free practice 1 at the Abu Dhabi Grand Prix on November 17. Both racers have already undertaken mileage in an MC35M chassis as part of their driver development process. McLaren needs to field two younger drivers to fulfil the sporting regulations.

Team principal Andreas Seidl said: “We’re pleased to give Alex and Pato the opportunity to take part in free practice sessions with McLaren.

“With Alex’s great successes in IndyCar, it will be useful for the team to get his feedback on the car and for us to continue to evaluate him as a driver.

“Alex and Pato impressed with their recent tests in Barcelona and Austria and we’re excited to offer them the experience in the MCL36.

“It’s a great chance for them to showcase their skills on Formula 1’s global stage, where the focus will be to help the team prepare for the race weekend and not on ultimate lap times.”



Pato O’Ward has already undertaken mileage for the McLaren F1 team

RACING NEWS



Cadillac wants three cars

CADILLAC TARGETS A TRIO FOR LE MANS IN 2023

Bosses of the nascent Cadillac V-LMDh sportscar programme have said that they would like to run three machines at Le Mans next season.

The American firm is due to run one car in the World Endurance Championship in 2023, which will be fielded by the Chip Ganassi Racing squad, and another in the IMSA contest under the Action Express Racing banner. However, the firm has said it wants to ramp up the programme for the French endurance classic. It is also aiming to run three of that cars at Daytona in late January.

Sportscar racing programme manager, Laura Klausner, said: "You have to be invited by the ACO to come to Le Mans. If you have a full-season [WEC] entry, you're guaranteed Le Mans because that's part of the season, so we'll have at least one. The rest of it is waiting for that communication and working it out with the ACO: it will come down to what it says on the invitation."

REVAMP ON THE WAY FOR BELEAGUERED WTCR

The World TCR category will come to an end after the final round of 2022 and the sport's governing body will evaluate the future for the global tin-top competition.

The WTCR, which ran to TCR regulations, was introduced in 2018 but it has hit troubled times recently with some rounds being cancelled and a drop off in interest from manufacturers.

The FIA Touring Car Commission president Alan Gow, who also heads up the British Touring Car series, has said that while the all-electric FIA ETCR series will continue unchanged in 2023, the series for conventionally engined cars will be reworked.

Gow said: "There is a need to identify and assess what is the best and most sustainable future for top-flight touring car racing as part of the FIA portfolio."

"Our goal would be to maintain a World title for conventionally powered touring cars and ensure the competition is strong and prestigious. Throughout its history, world touring car racing used different formats, with titles decided either through a series or at a single event. Currently we are considering all the possibilities, with the priority of ensuring that any competition has a stable base on which it can thrive for its long-term future."

Gow said that the current TCR set of regulations was likely to be maintained in the future.

W SERIES REMAINDER CANNED FOR 2022 AMID FUNDING CRISIS

All-female contest bosses confident of a return in time for 2023 season

Photos: Motorsport Images



W Series has been axed

The final three races of the W Series competition have been axed after a deal with an investor collapsed, but bosses of the category are set on reviving it in time for next season.

The 2022 calendar had three races left to run, with a round scheduled for the Circuit of the Americas this weekend and a double-header finale, which was set to run alongside the Mexican Grand Prix on October 29-30. As a result of the series being suspended, points leader Jamie Chadwick has been crowned as champion for a third time.

W Series boss Catherine Bond Muir said there had been significant interest from potential investors since news emerged of the financial difficulties, giving her confidence

the series would return in 2023. "We've had offers from a number of people, but the problem is getting money in doesn't happen at the shake of a money tree, and people have got to go through due diligence," explained Bond Muir.

"We believed up until last weekend [at the Singapore Grand Prix] there was a possibility for us to get to Austin, and we've just had to call it, because obviously there are deadlines on payments and things that need to be done."

"We could have kept it on for a couple of weeks, but we just had to make a pragmatic call today. Going forward, the big message is that I am extremely confident that W Series will be here next year."

Chadwick wins the W Series from her sofa

Briton Jamie Chadwick has been crowned as the W Series champion for the third time after the season's remainder was cancelled.

The 24-year-old Jenner Motorsport driver has won five times this term and already had one hand on the crown with a 50-point buffer ahead

of Dutch racer Beitske Visser. Chadwick won the inaugural W Series crown in 2019 and then she claimed the title again in 2021 following the 2020 series being axed due to the global health pandemic.

Bath racer Chadwick said she was disappointed with the decision to end the series

early. "I really wanted to go to Austin and Mexico and finish the season on track, but it's the way things have happened. It's unfortunate, but it's fortunate things have fallen my way championship-wise," she said.

"It's one of those, down the line I won't even remember thinking about it like this,

but at the same time you always want to have the best opportunity to win it on track. It's mixed emotions; I wasn't hoping to be sat at home then finding out I'd won a championship rather than maybe winning it on track, but it's how it falls this time, I guess."



Chadwick has won third title



The DTM grid numbers have swelled since the GT3 switch

DTM BOSSES CONSIDER A RESTRICTION ON GRID NUMBERS

Rulers of the GT3-based DTM category are considering the implementation of a limited number of cars from each manufacturer to free up spaces on the grid.

Six manufacturers – Porsche, Mercedes, Lamborghini, Ferrari, BMW and Audi – are currently represented on the grid and BMW and Mercedes field seven examples each. One-car teams will be banned, but the boss of promoter ITR, Gerhard Berger, told Autosport that

the series was full to bursting point.

"I'm afraid that we won't be able to take all the teams," Berger said. "Anything between 26 and 30 cars is great. But we focus on quality. [The quality of the field] has to stay where it is."

"There are a few race tracks where space in the pitlane is limited. In addition, we always need a bit of a buffer for a good guest car. The ideal number is 28. With 30 cars it gets really tight."

CHAMPIONS JOIN NEW DS PENSKE FORMULA E LINE-UP

Reigning Formula E champion Stoffel Vandoorne will join Frenchman Jean-Eric Vergne at the revamped DS team next season, which has confirmed its link with Penske for the maiden Gen 3 contest.

DS had previously partnered with Techeetach for its racing programme but has now formalised its links with the Dragon Penske team for the 2022-2023 campaign and onwards.

DS director of performance Thomas Chevaucher told Autosport: "The start of a new association is always a big moment, and all of us at DS Performance are eager to begin this

new adventure with Penske Autosport.

"We are starting this partnership in the best possible way by having two champions in the team. Thanks to Stoffel and Jean-Eric, we probably have one of the best line-ups and also the fastest pairing on the grid."

The NIO 333 team has also confirmed that Briton Dan Ticktum will remain with the squad in 2022-2023. Ticktum will join Sergio Sette Camara at the team, which means that former McLaren tester Oliver Turvey is out of a seat.

The 2022-2023 Formula E season is due to kick off with a round in Mexico on January 14, 2023.



Vandoorne leads Vergne during the 2021-2022 competition

RACING NEWS

FORES BACK IN PRAGA

Clubman-turned-GB3 racer Alex Fores will return to Praga Cup this weekend sharing an R1 machine with British GT racer Dominic Paul in the inaugural championship’s Donington Park season closer.

Fores previously raced a Praga at Silverstone in June, taking a fastest lap, and last month competed in the Historic Sports Car Club’s Formula Ford 2000 category at Croft in a Reynard SF78, his first races since a July Castle Combe Caterham crash at left him hospitalised.

His Praga outing, which as before is with Idola Motorsport, is being supported by Dave Bromfield of Bromfield Precision Engineering who has supported much of Fores’s racing.

Fores told Motorsport News: “My dad’s known [Paul] for a long time. He came to watch the last Praga races, he was interested all about it, so when he saw that we did well he got in contact and made a deal with Idola.

“He had an F3 car for F3 Cup with CDR so we crossed paths there. I’d love to do more [Praga races with Paul in future]. We’re going to take this as a learning weekend for him, and he loves it then it’d be a really exciting prospect to take it further.”

GB3 ADDS ZANDVOORT

Next year’s GB3 calendar will feature two international rounds for the first time as Zandvoort has been added to join the contest’s usual Spa visit.

GB3 usually appears at British GT meetings, but while British GT has replaced Spa with Portimao for 2023 GB3 has retained a Belgian visit as part of the early June Spa Euro Race weekend. And GB3 will then support GT World Challenge Europe at Zandvoort in mid-October. The additional overseas round means GB3 will be elevated to FIA International Series status, subject to FIA approval.

Chief executive of organiser MSV Jonathan Palmer said: “The addition of another current F1 circuit to the calendar will further strengthen GB3’s already considerable appeal. This follows on from the series’ most successful season to date.”

GB4’s unveiled schedule has seven three-race meetings, one fewer than in its inaugural 2022 season as its headline Snetterton curtain raiser is dropped. Its only meeting not on the British GT bill is the late-July Silverstone GB3-headline round.

| CALENDAR 2023 | |
|------------------|-------------------|
| GB3 | |
| DATE | VENUE |
| April 8 & 10 | Oulton Park |
| May 6-7 | Silverstone GP |
| June 2-3-4 | Spa-Francorchamps |
| June 17-18 | Snetterton 300 |
| July 29-30 | Silverstone GP |
| September 9-10 | Brands Hatch GP |
| October 13-14-15 | Zandvoort |
| October 21-22 | Donington Park |
| GB4 | |
| DATE | VENUE |
| April 8 & 10 | Oulton Park |
| May 6-7 | Silverstone GP |
| May 27-28 | Donington Park |
| June 17-18 | Snetterton 300 |
| July 29-30 | Silverstone GP |
| September 9-10 | Brands Hatch GP |
| October 21-22 | Donington Park |

Champ wants Silver service



Davidson sampled the Mercedes with 2 Seas last weekend

DAVIDSON SEEKS SILVER-AM DUO FOR 2023 COMEBACK

British GT champion says pairing with Silver-graded driver is likely path back

By Graham Keilloh

British GT champion Graham Davidson has said a Silver-Am partnership is most likely if he is to return to full-time racing in 2023 after sampling such a duo last weekend.

The 2019 title-winning Amateur driver joined 16-year-old Aaron Walker in a Silver-Am 2 Seas Motorsport Mercedes

British GT3 entry at Donington Park last weekend. Walker, who has Fiesta Junior experience, has been undertaking a bespoke GT3 testing programme this year.

Davidson, who won his title in an Aston Martin Vantage, earlier this year made substitute appearances in three British GT meetings in a McLaren. Due to Covid disruption, these were his first British GT appearances since taking 2019’s title.

Davidson told Motorsport News: “I’m definitely still interested in doing something full time [in 2023], it all boils down to the budget. The more realistic chance of doing a season next year would be with a Silver who’s got budget. Whereas a full Pro-Am line-up with me paying for everything is quite unlikely at current costs.

“I’m not precious about what car I drive. [It] might be British [GT] and it

might be something else. I wouldn’t like to drop down to a GT Cup or a British Endurance Championship. For me as an Am the only way I’m going to learn and enjoy more is by doing British or GT World Challenge or Le Mans Cup or any of these things.

“If I’m looking at doing a full-season championship at least I’ve got an understanding of what the Mercedes can do.”



#2Mater car will look different across races

LEGENDS RACER TRANSFORMING CAR TO RAISE MND FIGHT CASH

Legends racer James Newbery hopes to raise £2500 to fight Motor Neurone Disease at the championship’s Brands Hatch season finale next month by transforming his car across the weekend’s races.

Newbery’s father Paddy lost his life to MND on Boxing Day in 2020 and, under the ‘Racing to cure Motor Neurone Disease’ banner, Newbery’s £2500 target for the Motor Neurone Disease Association reflects a minimum of £1 for every mile raced in Legends this year.

Newbery’s #2Mater car – which has a livery based on the ‘Mater’ character from the ‘Cars’ films – will transform

across the six Legends races at the November 5-6 meeting. He will also welcome the Rockets children’s motorcycle display team, comprising children aged six to 14, to Brands on the Saturday.

Newbery said: “We’ve spent a long time working on our plans, and [it] will be a lot of fun for the fans to watch – especially all of the kids – and is certainly something unique as well. It’s going to take a lot of work across the weekend for our family-run team, but we’re buzzing to see how it all turns out.”

Newbery’s Just Giving page is at: justgiving.com/fundraising/Team2mater.

TEEN KELL WINS FUNDED KART SEASON

Thirteen-year-old James Kell from Castleford has landed a fully funded karting year as the winner of a new Team Hard and X-Kart national talent scouting competition.

In the contest those setting the fastest laps at Rochdale’s TeamKarting indoor circuit proceeded to a Whilton Mill stage to be judged on factors in and out of the kart.

Kell, who has recently been racing with Rob Smedley’s Total Karting Zero, was one of 85 entrants. He receives a 2023 Junior Kart Championship season – including tyres, fuel and driver

support – a prize worth £25,000.

Kell said: “Having the opportunity of driving the X-Kart was a dream come true. I never expected to win as there were faster drivers on track.”

Owner of chassis builder X-Kart Matty Street added: “[Kell] put in an incredible amount of effort across the two stages and is a very deserving winner. He wasn’t the most experienced racer across the entrants, but we were all impressed by his level of focus, the way he took on information and instruction, and his clear passion for racing.”



Kell beat 84 rivals to win prize kart season

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RACING NEWS

FOX JOINS GB4 FOR 2023

Team aims for immediate success in single-seater contest that will bridge Ginetta Junior and GT



Fox and McNeilly stepping up to GB4



McNeilly is Fox Ginetta Junior pacesetter

By Graham Keilloh

Leading GT squad Fox Motorsport will join the GB4 championship next season with a minimum two-car line up for the team’s first full single-seater campaign.

Its Ginetta Junior driver Liam McNeilly will fill one of the seats in the junior single-seater contest. McNeilly, the 16-year-old son of team principal Paul, finished third with the team in the Ginetta Junior standings this season and second in 2021.

Fox this year won its first overall British GT race at Spa, and has won races in the International GT Open and 24H Series and taken titles in Ginetta GT5 Challenge and Ginetta GT4 Supercup. Team boss McNeilly views GB4 as a transition between Ginetta Junior and top-level GT racing where Fox already operates. The team is set to begin testing its GB4 Tatuus F4-T104s in December. This is a further entry boost for GB4 after several additions for last weekend’s inaugural season finale at Donington Park (see MN, October 13) resulted in a grid of 14. Turnout

slipped to single figures at Brands Hatch last month.

Paul McNeilly said: “GB4 will serve as an accessible learning platform for drivers to progress from our Ginetta Junior team and learn key skills such as racing with slicks and wings, while doing it without driver aids like traction control or ABS.

“We’re going in with high targets. We aim to compete at the front straight away and win races. We’ve won at every level we’ve competed at and I don’t see why we should expect any less in GB4.”



TCR UK is recent success story

TCR UK JOINS BRSCC LINE-UP

TCR UK will join the British Racing and Sports Car Club’s portfolio from 2023 after the touring car championship and club agreed a multi-year deal.

The TCR concept, introduced in 2014, was launched in the UK in 2018. Stewart Lines’ Maximum Motorsport took over TCR UK in 2019 and the championship, after often struggling for numbers, has had significant grid growth recently, with 25 cars racing at the start of this season. BRSCC previously worked closely with Lines and Maximum Motorsport in the organisation’s early days of running TCR UK.

Lines said: “Whilst we have greatly appreciated the support of the Club Time Attack, I’m personally excited about working with the BRSCC once again, and our teams and drivers will enjoy and appreciate the championship’s new-look season and the opportunities that lie ahead.

“This is another important and significant step in the further development of TCR UK as one of the largest and most competitive touring car campaigns there is.”

BRSCC has also for the 2023 season launched a new Audi TT Cup Racing series, devised by rollcage manufacturer and race series developer SW Motorsports. The contest’s cars are built around front-wheel-drive 2.0 TFSI versions of the TT, tuned to deliver around 250bhp. The series aims to provide value for money and high but equal car performance.

MALLORY PARK: 750MC BY STEPHEN LICKORISH OCTOBER 16

DEAR DOES IT IN CLASSIC STOCK HATCH

A brilliant move from Chris Dear around the outside of Devil’s Elbow on the last lap of the Classic Stock Hatch opener was the highlight of the 750 Motor Club’s visit to Mallory Park last weekend.

Given the title was on the line, the pass on Lee Scott’s Ford Fiesta was a big risk but it paid off handsomely and allowed Dear to take a large step towards the championship. Dear qualified on pole but was “too cautious” on lap one and his Peugeot 205 lost out to Scott, who went round the outside of Shaw’s Hairpin to get the inside for Devil’s Elbow.

Dear repeatedly tried to reclaim the place but to no avail, until that final-tour gamble – which netted him the honours by just five hundredths of a second. His main title rival Pete Morgan – the pair entered the meeting separated by a handful of points – was third, having started fifth.

But Morgan fought back in race

two. When Scott usurped Dear at Gerard’s, Morgan’s Fiesta dived up the inside of Dear at the Esses. And he began putting Scott under pressure, too. “I was surprised by how it was going,” admitted Morgan, who has not enjoyed much Mallory success. But his race ended in disappointment when a lifter on his engine broke on lap four and his title chances were over.

Despite Morgan’s departure, Dear continued to pressurise Scott. “I thought I’ve got to try and win it!” said Dear, who no longer needed to worry about title permutations. But he couldn’t displace Scott this time.

Four others however managed to win twice. Oliver Collett (Racekits Falcon) led every lap of each 750 Formula race but came under intense pressure from Bill Cowley.

Elsewhere, Paul Collingwood eclipsed the Sport Specials opposition twice, although he did



Dear pipped Scott after brilliant outside-line pass

drop behind Lewis Ward at the start of race one. But Collingwood blasted around the outside of the Westfield into the Esses further around the first lap to retake his lead and never looked back.

Craig Pollard was one of several who arrived in Leicestershire having already been crowned champion. And completed his dominant season with a flourish, breaking the lap record alongside

his two wins. Daniel Hands won the other encounter, as the large Vee field was split into three groups each racing twice.

John Village’s self-built machine completed the double winners with two Historic 750 Formula triumphs. An electrical problem and misfire thwarted chief rival Christian Pedersen in the opener and the Austin again faltered when leading race two.



Paul Collingwood hit his Sport Specials rivals for six

| RACE WINNERS | | |
|---|--|--|
| Classic Stock Hatch Race 1: Chris Dear (Peugeot 205 GTI); Race 2: Lee Scott (Ford Fiesta XR2i) | (Racekits Falcon) Sport Specials Races 1 & 2: Paul Collingwood (Eclipse SM1) | Pollard (WEV) Race 2: Daniel Hands (AHS Dominator Mk2) Historic 750 Formula Races 1 & 2: John Village (Village V2) |
| 750 Formula Races 1 & 2: Oliver Collett | Formula Vee Races 1 & 3: Craig | |

RALLY NEWS

Photos: mcklein-imagedatabase.com



Solberg will revert to the Polo R5 machine



Cambrian challenge is next

OLIVER SOLBERG TO LINE UP ON CAMBRIAN RALLY START RAMP

Ousted World Rally Championship star set to tackle UK event

World Rally Championship star Oliver Solberg will contest Wales' Cambrian Rally later this month - his first start since losing his Hyundai Motorsport drive.

Solberg, 21, has shared a third i20 N Rally1 with veteran Dani Sordo this year and had been slated to contest Rally Japan in early November, but two weeks ago Hyundai announced that it would

no longer be continuing with Solberg.

The Swede will travel to Japan to do the recce, but first will compete in north Wales using the family's own Volkswagen Polo GTI R5.

"Obviously things have changed a little bit this season. I don't want to talk about what has happened, I want to look forwards to the future," Solberg said.

"I have talked a lot with my sponsors

about the situation and they agreed that the best thing for me to do is drive again. I am very fortunate to have a car and the chance to do this - so we go to Wales!"

Solberg has never done a UK national event before, but has competed in the area before on Rally GB 2019. Co-driver Elliott Edmondson did the rally last year with Matthew Wilson.

The Cambrian is the final round of the British Rally Championship, where a new winner is guaranteed in the absence of new champion Osian Pryce and his season-long rival Keith Cronin.

James Williams, Ruairi Bell and Garry Pearson are among the favourites for BRC success, although Junior BRC champion Eamonn Kelly will join them in the top class.

CREIGHTON CREDITS BRC FOR RALLY2 GRADUATION IN WRC

William Creighton has credited the British championship for helping him to be ready for his Rally2 step up in Catalunya this week.

The 24-year-old is taking up his prize drive for winning last year's British Junior title and will link up with co-driver Liam Regan in a PCRS Rallysport Hyundai i20 N Rally2.

"The British championship taught me so much," said Creighton, who finished fifth in Junior WRC this season.

"Competing on both surfaces whilst making your own notes and using FIA-homologated cars really prepared me for the future, especially when you are up against some really

quick drivers from across Europe.

"Whilst I've only done a few small rallies in R5 machinery, I think that my experience in the JWRC at Rally3 level should mean the transition isn't too much of a leap. I've always felt comfortable on asphalt and Spain is such an amazing rally to contest. Hopefully, we can get into a good rhythm, work on our pace as the rally progresses and enjoy it. These opportunities don't come up too often and may never do again."

Josh McErlean, a former winner of the BRC Junior prize drive, is also on the Rally Spain entry in another i20 N Rally2.



Creighton will sample an Rally2 car

NEWCOMERSON 2023 WRC SCHEDULE

The 2023 World championship calendar was due to be signed off by the World Motor Sport Council at its meeting in London yesterday (Wednesday).

Up one event to 14, speculation has linked a new cross-border asphalt event organised in Austria, Germany and the Czech Republic to a

calendar slot, while a gravel round in Saudi Arabia is understood to be dependent on a test event going to plan.

For the fourth year running there will be no round in the UK or Ireland but Chile and Mexico are set to be included having not appeared since 2019 and 2020 respectively.

EARLY CO-DRIVER CHANGE TO HELP BREEN IN 2023

Paul Nagle's retirement was brought forward by one event to give James Fulton the best possible induction as Craig Breen's new co-driver.

This week's Rally Spain will be Nagle's final outing before he calls time on his career, with Fulton replacing him from next month's Rally Japan (MN, October 13).

Explaining the decision, M-Sport Ford team boss Richard Millener said: "We all agreed it would be best for James to get a rally under his belt before heading to Monte Carlo. We did the same with Gus [Greensmith] and Jonas [Andersson] in Monza last year and it reflected in a strong result for them on the Monte.

"From testing and on-event support they seem to be a great match.

James is very professional, organised and committed which are the key ingredients to becoming a successful co-driver. Paul still has one more rally to go yet though, so for now, it's full focus on Rally Spain and let's send Paul off with a great result."

Breen, who confirmed Nagle would be in Japan in an advisory role, added: "I have every confidence in James. He's been on the most recent tests and he's going to be in the car for Japan. That gives him good experience ahead of next season. It's still going to be a step for him, but I'm sure he's got it covered. He's watched so many of the onboard and has seen so many stages that way, it feels like he's been alongside me for a while."



Nagle will make his farewell in Spain



Fulton has had lots of national mileage

GILL BECOMES LATEST FIA RALLY STAR

Taylor Gill has become the latest recipient of a place in the FIA Rally Star Training Season after he won the talent search scheme's Asia-Pacific Final in India.

The 18-year-old from Australia was one of 40 participants from seven countries who qualified for three-day assessment at the Madras International Circuit.

Gill gets six national-level events in an M-Sport Ford Fiesta Rally3 in 2023 as his prize with the best four drivers at the end of the Training Season securing a Junior WRC drive in 2024. Meanwhile, Pragathi Gowda from

India was selected as the Asia-Pacific region's represented in the Women's Final where Brit Katie Milner will be among her opposition for the seventh and final Training Season place.

FIA rally boss Andrew Wheatley said: "We have got winners, but we have also seen amazing drivers, who supported the winners and will go on to compete at a high level internationally around the world."

The winners of the South and North America Continental Finals, which are scheduled to take place in early 2023, will complete the Training Season line-up.

RALLY NEWS

FISHLEIGH TACKLES BACK-TO-BACK ISLAND CHALLENGES

Ford Escort man competes on the Isle of Man and Jersey in succession

Photos: Paul Lawrence



Fishleigh completed an epic rally double

By Paul Lawrence

Cornishman Richard Fishleigh and his co-driver Jason McCullough have just completed a mammoth two weeks of rallying by competing on the Isle of Man and Jersey on back-to-back weekends in their Ford Escort Mk2.

The clubmen team and their 2.5-litre Duratec-engined Escort were away for nearly a fortnight as they travelled straight from the Isle of Man to Jersey. They capped the trip with a resounding second overall in Jersey, only headed by the Ford Fiesta Rally2 of Frank Bird.

Fishleigh is a regular competitor in Jersey and usually makes the event into a family holiday. This year, he decided to compete on the Isle of Man the weekend before to be ready for the challenge of Jersey.

They left Launceston early on Tuesday morning to drive to Heysham for the ferry to the Isle of Man where they finished eighth when the rally concluded on Saturday afternoon.

Fishleigh told MN: "I called it a measured drive to make sure we were car fit for Jersey."

They left the island at 1930hrs on Saturday evening for the ferry to Heysham and then drove through the night to

Poole to get the Sunday afternoon ferry to Jersey.

After a day or two to re-prepare the car and make their notes, they were ready to start the second rally at lunchtime Friday. It didn't start well as a moment on SS2 when they hit a bank pushed the radiator back and damaged a hose.

"We also had a problem with low oil pressure on Friday night, but we're able to fix that. It's a shame that Ross La Noa went out. He'd have been a good yardstick in Jersey. We were away for nearly two weeks, but we really enjoyed both events. That's it for the season for us now," he added.

TVR TUSCAN RACER GOES RALLYING A BOWLER

After 18 years away from competition, former TVR Tuscan and GT racer Lee Caroline is contesting this year's Bowler Defender Challenge.

A title winner in Tuscans, Caroline was tempted back into the sport by his friend and now co-driver Syd Phillimore. They have taken a couple of third places so far and will now contest the penultimate

round on the Cambrian Rally (October 28-29).

Caroline explained how it happened: "Blame Syd! He rang me up one night and said he'd bought a Bowler rally car and he didn't fancy driving, so would I drive for him? So I said, we'll have a go and here we are."

To date, they have tackled three of the five events run in the arrive and drive series.

Now 42 years old, Caroline

has not raced since 2004. He said: "After I did TVR Tuscans and GT racing, I did some Britcar with Kevin Clarke in a BMW M3. Then I retired from racing and concentrated on my son Jamie's racing career."

"Syd doesn't really know about navigating so I'm really driving what I see," said Caroline. "Sometimes left is right, so we're lucky to be alive. But it's been interesting. And it's been a laugh. It's

massively different, rallying is nothing like racing on Tarmac. We've done no testing and we're really just doing it for a laugh.

"If we were taking it seriously we'd probably go testing and maybe have a navigator who knew left and right. Before the Trackrod Rally I'd never done rally at night. The last time I competed in the dark was at Sebring in a GT car!"



TVR Tuscan Challenge winner Caroline in back in the hot seat

BLACK CONSIDERS A RETURN TO ASPHALT

National rallying frontrunner Callum Black is considering a return to asphalt rallying next season in his newly acquired Ford Fiesta Rally2.

Back has been a BTRDA Rally Series front runner for several seasons and gave his new car a debut victory on last month's Woodpecker Rally. But he says a switch to asphalt is a serious option for 2023.

Black told MN: "The Woodpecker is one of my stronger events so I didn't really have any excuses. I did my homework and the car felt great. The Rally2 is a step forward over the R5. It's better in every department really. Not massively in any particular department, but just combined. It's an impressive bit of kit and a lot of fun to drive."



Black is looking at Tarmac challenges

Black says he will contest next weekend's Cambrian Rally, the final event of the BTRDA season, and then spend some time over the winter deciding what to do next.

"I'd like to do a

championship and I will pick one. It's just whether I decide to do asphalt or gravel to be honest," said Black. "That's one of the reasons we bought the new car because on Tarmac it's very good. I've not really done Tarmac

for about eight years.

"I did a lot in the BRC from 2010 to 2013. But since then, not a huge amount. I do enjoy it and haven't done it for that long, so it'd be nice. There's an itch to scratch there for sure."

PURCELL TAKES ON MANX CHALLENGE

Irishman Andrew Purcell says that his first visit to the Isle of Man was a tough experience after he crashed out of the lead on the Chris Kelly Memorial Rally in his Skoda Fabia R5.

Purcell went to the Isle of Man fresh from victory on the Wexford Stages for his first asphalt event outside of Ireland. In his earlier years, Purcell co-drove for Ray and Craig Breen.

Before the start he said: "I've never been here before. I would have done a couple of foreign events as a co-driver and have done a lot of work with

Ray and Craig over the years.

"The stages are very, very good. We've been a lot of places over the years and these are proper stages. On the long stage past Brandywell cottage you could gain 30 seconds or lose 30s. It's definitely an experience."

His wife Sarah was due to use the car a week later on the Donegal Harvest Rally but that rally was cancelled after the explosion in Creeslough. "Sarah is talking about doing the national championship next year so I'll just do whatever slots in between," said Purcell.



Purcell tackled IoM as a driver

RALLY NEWS

INCREASED ENTRY FOR EAST RIDING STAGES

The organisers of the East Riding Stages Rally, the first closed-road event of the 2023 season on Sunday, February 26, have increased the event's maximum entry from 100 to 140 cars.

Beverley and District Motor Club is expecting a high demand for entries for the second running of the event based in the East Riding of Yorkshire. 120 entries will be selected at random and the remaining 20 places will be reserved by the club to be filled at its discretion.

The route will take in 50 competitive miles over four special stages, each run twice.

A club statement said: "Following the success of the inaugural East Riding Stages Rally and the high demand for entries, we have decided to increase the number of competing cars to 140."

GRIZEDALE EAST STAGE COMES BACK TO RALLYING

Revived test to challenge competitors on December forest event

Photos: Ben Lawrence



Grizedale Stages will feature a tweaked route

By Paul Lawrence

The Grizedale East stage will be used for the first time in 27 years on the Grizedale Stages Rally on December 2-3.

The Lake District rally will return for its 33rd running after a three-year gap.

Grizedale East was last used for rallying in 1995 when it was part of Rally GB, and the stage was won by the late

Colin McRae on his way to the World Championship title.

The Grizedale East stage will run on Friday evening before the rally returns to the main Grizedale complex for a further 37 competitive miles on Saturday. As before, the event will conclude with a daunting 19-mile stage in the main Grizedale forest. Grizedale East will run on Friday evening as Forestry England requires it to

be run on a different day to the main section of the forest.

Rally manager Graham Parker said: "Whilst the organising team would have preferred it to run on the same day, it's more important to be expanding our venues when we seem to be losing more and more. We can then look to what we can do in the future. It's also an awesome stage, which we believe competitors will enjoy."

More than 50 entries have already been taken for the popular end-of-season rally, including by Elliot Payne (Ford Fiesta Rally2), Aaron Newby (Skoda Fabia R5), Stephen Petch (Fiesta Rally2) and Irishman Darren Hamill (Fiesta R5).

The 2020 event was lost to Covid and the 2021 edition was cancelled in the wake of the damage done by Storm Arwen.



Atkinson is the Asphalt champ

ATKINSON BAGS ASPHALT RALLY CLASS SUCCESS

Darren Atkinson won the hotly contested class B13 on the Asphalt Rally Championship after a final decider on the Isle of Man.

The honour of being the highest-scoring two-wheel-drive car in the overall standings also fell to the Lancaster driver in his Ford Escort Mk2, who swept ahead in B13 when arch-rival Brad Cole retired after alternator failure in the challenging conditions.

It was not plain sailing for Atkinson as he hit a bank on the second stage and bent the Escort's steering. He was able to borrow tools from the closely following Dave Willett at the end of the stage and carry on and finish the leg. After a fierce battle to be the best of the two-wheel drives, Atkinson said: "Brad has done a brilliant job all year."

Atkinson's co-driver on the Chris Kelly Memorial Rally was veteran Phil Sandham, 73, who was concerned about his ability to keep delivering the notes on the demanding event.

"We kept telling Phil to stay alert," admitted Atkinson before confessing that the team had been adding caffeine into Sandham's water bottle on a regular basis to help keep him on his toes. They only let Sandham in on the secret at the finish.



David Henderson will be the target man on Carlisle event

STRONG LINE-UP FOR CARLISLE STAGES CLASH

David Henderson, Elliot Payne and Stephen Petch will go head to head on this Saturday's Carlisle Stages as the three Ford Fiesta Rally2s tackle six stages in the Kielder complex.

As the final round of the Scottish Rally Championship, as well as the final round of

the British Historic Rally Championship, the Carlisle event has drawn a 90-strong entry and it is Henderson who is top seed following on from his victories on the Galloway Hills and Trackrod rallies. New BTRDA Gold Star champion Payne will follow him away

from the start at Kielder Castle. Other leading four-wheel-drive entries include Scottish frontrunners Jack Armstrong, Michael Binnie and Angus Lawrie.

The leading non-historic two-wheel-drive cars are the Ford Escort Mk2s of John Crawford

and Paddy Munro. Meanwhile, a contingent of Irish crews are travelling over for the event, including Mark Donnelly in his Ford Fiesta R5. Donnelly has only rallied in the UK forests a couple of times before and has no experience of the Kielder stages.

ROAD RALLY ROUND-UP

HOW IT'S DONE ON THE BABY BAGGER RALLY FOR SUCCESS

James How and Nic Jones have been declared the provisional winners of the Baby Bagger 2. The results remain open to query due to a delay in the processing of timecards on the night.

The 140-mile route in the Devon lanes proved to be a tough test for crews. How/

Jones cleaned the plot 'n' bash section, while other crews, notably Ian Roberts and Gwawr Hughes, struggled.

The latter pairing, the quickest crew on the remainder of the route, were unable to catch the winning MG by the finish. Third-placed Philip and Oliver Luxton were also on the

pace but ended a minute behind Roberts/Hughes.

Running first car on the road and waking up the marshals, caused Kevin Willis and Jacob Williams to drop time. They finished in fourth, just ahead of Richard James and Daniel Pidgeon, who lost time with an early wrong slot.

Ethan Davies/Nick Bloxham dropped 13 minutes on the opening section when they lost all their lighting; they were forced into retirement in the second half when the studs on the front wheel sheared.

A missed Time Control meant that Keith Lane/Martin Lane weren't in the hunt for a top

placing and a similar error by Clive Baty/Henry Carr consigned them to the lower end of the results table.

Ian Mills

Results

Baby Bagger 2

Organiser: Vintage and Classic Rally Register **When:** October 8-9 **Where:** Devon **Route:** 140 miles **Starters:** 48. 1 James How/Nic Jones (MG ZR) 6m33s; 2

Ian Roberts/Gwawr Hughes (VW Golf GTI) +3m54s; 3 Philip Luxton/Oliver Luxton (Rover 25); 4 Kevin Willis/Jacob Williams (Subaru Impreza WRX); 5 Richard James/Daniel Pidgeon (MG 3 VCC); 6 Lewis Clarke/Edward Luxton (Ford Fiesta); 7 Simon Heywood/Rhys Williams (Honda Civic); 8 Lucas Redwood/Zak Linham (Ford Sierra); 9 Keith Lane/Martin Lane (Ford Ka); 10 Gareth Walters/Scott Marshall (Ford Escort). **Class winners:** Novices: Clarke/Luxton.



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Moodie and Philip top in Scotland

As the National Points Series took a weekend off, the BRISCA Formula 2 action was confined to Scotland, where two meetings drew thin fields. Gordon Moodie and Mike Philip took the honours.

The Fife action on a cold night at the Racewall was dominated by Moodie and Cowdenbeath track championship leader Chris Burgoyne. After the pair had followed each other home in the heats, Moodie made rapid progress in the opening laps of the final, with Burgoyne following in his wake.

The duo passed Paul Reid to move in to first and second before half distance and remained in that order until the chequered flag, Moodie just out of reach of his rival. Mika Millar managed third, some distance back, ahead of Burgoyne's younger brother Steven. Reid was fifth ahead of Colin Forbes and one-time British champion Craig Wallace. It was a night to forget for Liam Rennie, third in the overall national points, whose only finish was sixth in the opening heat.

At Crimond in Aberdeenshire, Peter Watt won both heats but could only manage fourth in the final. That was won by Mike Philip, ahead of veteran campaigner Graham Kelly and six-time Crimond track champion Robbie Dawson.

Mark Paulson

Results
Organiser: GMP Scotland **When:** October 15
Where: Cowdenbeath Racewall **Starters:** 12,
1 Gordon Moodie; 2 Chris Burgoyne; 3 Mika Millar; 4
Steven Burgoyne; 5 Paul Reid; 6 Colin Forbes; 7 Craig
Wallace; 8 Emma Mellis; 9 Kieran Howie; 10 Craig Reid.

Organiser: Crimond Raceway **When:** October 16
Where: Crimond Raceway **Starters:** 12,
1 Mike Philip; 2 Graham Kelly; 3 Robbie Dawson; 4
Peter Watt; 5 Ryan Farquhar; 6 Jason McDonald; 7
Stuart Yule; 8 Josh Walton; 9 Laura Dawson;
10 Peter Davidson.

GT DRIVER LINES UP WITH XITE ENERGY FOR URUGUAY Companc to replace Scheider in Extreme E outfit next month in South America

Photos: Extreme E, Colin Casserley



The Xite team will have a new line-up for the South American event

By Hal Ridge

Endurance driver and esports competitor Ezequiel Companc has replaced double DTM Champion Timo Scheider in the Xite Energy Racing team for the final round of Extreme E in Uruguay next month.

Companc recently sampled an FIA RX2e rallycross machine in testing, but the South American event will mark the Argentine's first electric motorsport start. He will partner Tamara Molinaro in the squad who, together with World Rallycross podium-finisher Scheider, has finished on the rostrum in

Extreme E this year.

The 28-year-old, a Ferrari Challenge Europe amateur champion and Spa 24 Hours competitor, said: "It is an honour to be the first South American driver in the series and going racing in South America so close to my hometown of Buenos Aires, in such a prestigious event makes it a special one for me."

"Coming from GT racing, the format, the car, and the track layouts of this series will all be new to me. I'm looking forward to learning from my experienced team-mate Tamara and from my engineer, who I have already started preparing with for the X Prix."

BRISCA F1: ODSAL, BRADFORD BY COLIN CASSERLEY

OCTOBER 15

FINNIKIN KEEPS UP HIS HOT STREAK

Craig Finnikin chalked up his third final win out of the last four shale meetings at Bradford on Saturday night, which was his fifth final win of the year.

Heavy rain showers throughout the night gave the track crew some headaches, but they worked hard to give the drivers a decent racing surface and that provided the fans with some thrilling racing.

Veteran driver Mike Hayward led the early going before Richard Bryan took over. Further back, Joe Booth was making a move towards the front with Finnikin in close pursuit. Booth moved

into second place but just before the halfway point and Finnikin barged his way past Booth too, sending the Yorkshire man into the wall. A small fire from underneath the bonnet of the Booth machine brought out a yellow flag.

On the restart Finnikin, moved into the lead with Danny Ford on his tail but Ford slammed the wall on the next lap and piled into the stationary car of Jack France, which brought out another yellow flag.

On the final restart, Mat Newson moved into second but was unable to close on Finnikin despite the race leader

tangling with back marker Liam Gilbank on the penultimate lap.

Winner Finnikin was delighted with his victory after a slip-up in the heats. He said: "I made a mistake in my heat race when my hand slipped off the steering wheel and I spun out, I was determined not to let that happen in the final despite the rain. I could see Gilbank had a flat tyre, but he slipped down the track and I clipped his car, I just hoped it didn't do any damage, but I got away with it."

Second-placed Newson explained: "When I saw Finnikin in trouble lapping Gilbank I thought I might have a chance,



Finnikin led after last restart

but I did the same things [as he did by clipping the car] so that was the end of my chance of winning."

Results
Organiser: YorStox, BRISCA F1 **Where:** Odsal Stadium, Bradford **When:** October 15 **Starters:** 44,
1 Craig Finnikin; 2 Mat Newson; 3 Mal Brown;
4 Karl Hawkins; 5 Rob Plant; 6 Frankie Wainman Jr;
7 Richard Bryan; 8 Liam Gilbank; 9 Charlie Swarder;
10 Lee Fairhurst.

Photos: Tom Banks

5 NATIONS BRITISH RALLYCROSS: DREUX, FRANCE BY HAL RIDGE

JKbkj hkb hkbkjhbkhjkk hbkjh OCTOBER 15-16

O'DONOVAN NEARS THE TITLE AS THE UK STAND-OUT IN FRANCE

As the British Rallycross Championship held a round in France for the first time in its history, Patrick O'Donovan claimed another maximum points haul to take a significant step closer to the 2022 crown.

An eight-car 5 Nations BRX Supercar contingent joined a packed French entry to make up a 34-car field for the finale of France's domestic series, knowing that even making the semi-finals against the local drivers in well-proven packages on the specialist high-grip French circuit would be a tall order.

But, not only did O'Donovan qualify 14th overall, despite a puncture in Q2 and a gearbox issue in Q4, he finished top of the British RX drivers to claim the UK points spoils and was the only British Championship contender to make the semi-finals. That was, in part, due to a fifth-best overall time in the Q3 night race, held late on Saturday evening.

In the knockout stages, O'Donovan avoided a second-

corner melee to climb from the back row of the grid and, with a perfect joker-lap strategy and fast pace, made it through to the final.

In the main event, he delivered another solid run to finish fifth, driving Team RX Racing's Ford Fiesta, which significantly older in technology than the cars of the runners at the front of the French order.

Samuel Peu won the final to underline the defence of his French RX crown. Second of the British Championship runners was reigning champion Derek Tohill, the Irishman missing almost all of Free Practice due to an issue passing technical scrutineering that also befell other drivers.

He battled back to be best of the British contingent in two of the four heats and claim second place points, 19th overall in the event. Tohill would have likely joined O'Donovan in the semi-finals but for a disqualification from heat three for joker-merge incident.

Another of the 5 Nations BRX title-contenders, Tristan

Ovenden, finished just behind Tohill in the overall order, third of the UK drivers, while Steve Hill beat Ollie O'Donovan in a close battle during their heat four race, but it was O'Donovan who bettered Hill in the event overall to be fourth.

Dominic Flitney sixth in his return to the series and Mike Sellar seventh. But, for six-time British RX Champion Julian Godfrey, his weekend ended before it had even begun as his car also failed technical scrutineering and his team was unable to rectify the issue at the event.

The result means that 18-year-old O'Donovan holds a 41-point lead heading into the final double-header of the season at Lydden Hill next month.

Results
Rallycross France/5 Nations BRX
Organiser: Rallycross France **When:** October 15-16 **Where:** Dreux, France
Starters: 116
1 Samuel Peu (Peugeot 208) 4m16.493s; 2 Julien Febreau (Peugeot 208) +0.277s; 3 Romuald Delaunay (Citroen DS3) +2.639s; 4 Damien Meunier (Volkswagen Polo) +2.930s; 5 Patrick O'Donovan (Ford Fiesta) +3.709s; 6 David Meslier (Citroen DS3).



Patrick O'Donovan moved closers to the 5 National title by making the final in France



Tristan Ovenden arrives on the scene of drama, but survived to be third of the UK battlers

HISTORICS

GREHAN AND EDWARDS SET TO GO HEAD-TO-HEAD FOR BHRC CROWN

Historic title to be settled in Kielder forest this weekend – and it is in the balance...

By Paul Lawrence

The destiny of the British Historic Rally Championship will be decided between Henri Grehan and Matt Edwards in Kielder forest on Saturday.

The Carlisle Stages is the sixth and final round of the season and Ludlow-based Grehan is close to securing a first major rallying title in his Ford Escort Mk2. However, three-time British Rally champion Edwards could yet grab the title in his Fiat 131.

The last person to win the BHRC in other than a Ford Escort was the late Dessie Nutt with his Porsche 911 in 2009.

While Grehan can afford to take a measured approach to the notoriously tricky Kielder stages, Edwards must go out and try and win the historic section of the rally. If Edwards wins, Grehan needs to finish in the top four registered contenders. If Edwards does not win, simply starting the rally will be enough for Grehan to take the BHRC title at his first attempt.

Edwards and the Rallysport Developments team are on the back foot as they missed the opening Riponian Stages while Edwards was trying to piece together a deal to contest the Irish Tarmac Championship. His BHRC campaign then suffered another blow when he retired with broken suspension on the Woodpecker Rally. Edwards has won the three rounds he has started while Grehan has scored strongly on all five rounds, capped by victory on his local Woodpecker.

Speaking exclusively to Motorsport News, Grehan said: “It’s doable. Obviously, Matt’s geared up to win. If I try and take him on, it’s going to probably put me in a very difficult and tense position.

“But you can get caught out by going too slowly. I’ll probably go there and just try and find the rhythm with quite good pace, but it’s going to be a tricky day, I’m sure.

“It’s just about trying to keep in the middle of the road and just trying to stay in the pack. I think there’s a good chance that he’s just going to storm into the lead and that’s what he’s got to do.”



Grehan: a finish is vital



Grehan is sitting on top of the points



BHC underdog: Edwards



Edwards drives an iconic Fiat 131

CRUNCHING THE NUMBERS

Points in the BHRC are scored on the basis of 30-25-22-20-18-16-14 etc for the leading overall registered contenders.

In addition, there are bonus points for starting each round: one point for your first round, two points for your second round and growing to six points if you start all six rounds.

Although competitors only count their best five scores from six rounds, they do not drop any start points and these all count towards the final score.

SCORES TO DATE

| BHRC | | |
|------------------------|--------|---------|
| RALLY | GREHAN | EDWARDS |
| Riponian Rally | 20 + 1 | 0 |
| Rally North Wales | 20 + 2 | 30 + 1 |
| Plains Rally | 25 + 3 | 30 + 2 |
| Woodpecker Rally | 30 + 4 | 0 + 3 |
| Trackrod Rally | 16 + 5 | 30 + 4 |
| Total after six rounds | 126 | 100 |

Grehan will score six points just for starting the Carlisle Stages, taking his total to 132.

If Edwards wins, he will score 30 + 5, to take his total to 135.

If Edwards wins, Grehan needs to score points for fourth place. He will then drop his 16 scored on the Trackrod and count 20 points from Carlisle to take his total to 136.

If Edwards finishes second, he will score 25 + 5, with a total of 130: not enough to overtake Grehan, regardless of where Grehan finishes.



Aczel has swapped to Tuthill Porsche

FORMULA FORD RACER TAKES TO A PORSCHE ON THE STAGES

Sometime Formula Ford racer Richard Aczel has switched to rallying with a Porsche 911 from the Tuthill team.

Aczel has done four years in Formula Ford in a Reynard FF84 and plans to

tackle next month’s Walter Hayes Trophy alongside his rallying programme.

Aczel told MN: “I decided to try rallying and went to Kenya earlier this year with Tuthills. We’ve also done the Midnight Sun Rally.”

He then made his UK rallying debut on the Trackrod Historic Cup last month, finishing second in class. “We were there to learn and have a bit of fun,” he said of the outing with experienced Irish co-driver

Alan Harryman alongside. Aczel hopes to do two or three more rallies this year with the Porsche before doing the Tuthill ice driving course in the winter and then preparing for the Safari Classic Rally in 2023.

VETERAN BEAN BRINGS HIS FORD ESCORT Mk1 BACK

Rallying veteran Bob Bean will return to his Ford Escort Mk1 for his local Malton Stages in early November.

Bean, now 83, has concentrated on rallying his Ford Lotus Cortina in recent times, having blown the engine on the Escort five years ago.

He said: “The BDA engine has been rebuilt and sat on the garage floor for two years. “If I don’t do it now, I never will,” he added of the plan to get the Escort back out. He will be in the Lotus Cortina for this Saturday’s BHRC final round, the Carlisle Stages.

“Hopefully we’ll keep on running again next year,” he added of his near 60-year rallying career.

Two immaculate new-build Ford Escort Mk2s from the Malton-based CarrPrep team were star attractions on the recent Trackrod Historic Cup.

Ken Sturdy and Richard Jordan both made their debuts in newly built Mk2s with BDG engines. The cars are the work of Nick Carr and his team, who have now completed 10 full builds of Mk2 Escorts as well as a Ford Fiesta.

Carr has been running his own business for four years now and has gained an enviable reputation for his standard of work. “Hopefully, they’ll go as good as they look,” he said of the two new cars. “We’ve got a queue of more cars in train for build at the moment.”



Richard Jordan got to grips with his fresh Ford Escort Mk2

IN BRIEF

Norman Lackford RIP

All at MN were very sad to learn of the death of veteran racer Norman Lackford after an illness. Lackford was best known for racing special saloons and GT cars and spent his later years racing mainly at Castle Combe after moving to live in Cornwall. MN sends sincere condolences to his family and many friends in the sport, including his younger brother and fellow racer Robin.

Category 2 contest

Category 2 of the British Historic Rally Championship, for pre-1974 cars, remains wide open going into this weekend’s final round. Just seven points separate the Ford Escort Mk1s of Warren Philliskirk, Josh Carr and Chris Skill. While Carr runs a Pinto class, his rivals have BDA power on tap and any one of three could be declared category champion on Saturday afternoon.

HRCR to Buxton

A capacity field of 60 cars will gather in Buxton this weekend for the penultimate round of the MN-backed HRCR Clubmans Rally Championship, the Dansport Historic Rally. With a night navigational section on Saturday, followed by a day of regularity sections and special tests on Sunday, points’ leader Dan Willan (Volvo PV544) already has one hand on the championship title.

Hetherington is back

Northern Irishman Adrian Hetherington will return to the British Historic Rally Championship for the final round in Kielder this weekend in his Ford Escort Mk2. Hetherington started the year chasing the championship but rolled out of the second round, Rally North Wales. He has since been competing on asphalt rallies in Ireland in his modified Escort Mk2.

Rally of the Tests is go

The 20th anniversary edition of the Rally of the Tests will run from Thursday, November 3 to Sunday, November 6. The HERO-ERA event, which honours the original format of the RAC Rally, will start in Blackpool and finish in Torquay, via overnight halts in Stoke-on-Trent and Newport. More than 70 entries have already been taken from cars from the 1960s, ‘70s and ‘80s.

Armer tops HF3

Simon Armer has won the Historic Formula 3 Championship title for the third time in seven years following the final rounds at Dijon in France 10 days ago. Armer took his March 703 to the title at the expense of Samuel Harrison who missed the trip to France and dropped to second as a result. Ian Bankhurst narrowly beat Josh Sharp for third in the final



Armer: Historic F3 champ

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COLUMNIST

GRAHAM KEILLOH



MN's deputy editor pays tribute to British F4's extraordinary new champion Alex Dunne

Photos: Jakob Ebrey, British F4



Dunne had lots of 2022 success



Irish teenager took the F4 championship trophy

In a past month or so where it seems all the rage to confirm your championship title in an unusual way – and when you're not on track – Alex Dunne at last clinching British Formula 4's crown 10 days ago was in keeping.

In fact, his way likely trumped the lot. Not only was he some 700 miles away from where his championship was actually decided, he also, to prevail, had to hope his closest rival would lap *quickly*.

At this point you're probably after an explanation. Well firstly to clarify 16-year-old Dubliner Dunne's odd location, he is doing an Italian F4 campaign this year (where he sits second in the table) as well as the British contest. And British F4's Brands Hatch season closer and the Italian round at Monza clashed. He chose to be at Monza.

While one way of scoring points in British F4 is by gaining places in the race where the grid's top 10 is reversed. So after Silverstone's penultimate round left Dunne tantalisingly shy of mathematical certainty as champion, second-in-the-table Ollie Gray could only get enough points to deny him via qualifying 17th or lower. As it was, Gray qualified second.

The triumphant Dunne from afar allowed himself "a little bit of celebration with my dad", though admitted it was "definitely disappointing" to have to mark his title in such an unorthodox way. His Hitech GP team compensated somewhat though by inviting a cardboard cut-out Dunne to the victory party...

But in a sense the odd title clinch was appropriate, as there's little ordinary about Dunne. He was a late entry in British F4 this

year, indeed his appearance at Donington Park's triple-header season opener was reported as a one-off. Yet he immediately took two wins and a second.

Since he's dominated the championship in a way not seen, and totalled a record 11 wins. This in a contest that Lando Norris, Colton Herta and Oscar Piastrri have partaken, and this year had no fewer than three members of Formula 1 academies plus strong-looking returnees.

Yet Dunne took it all in his stride; he is as composed as he is talented. "It wasn't daunting at all," he says of his opposition. "I knew what I was up against and a lot of the drivers who are on the academies I've beat in the past. Racing against Formula 1 juniors, if anything, just makes we want to perform better."

Indeed Dunne as early as his Donington debut knew there was a chance he could solve his impending date-clash problem by sealing the British F4 title early.

"After the dominance we had at the start of the year in Donington I pretty much had a good idea on what [which race in the clash] we



One 'Alex Dunne' got to celebrate at Brands

were going to do, so throughout the year I knew that we were probably going to end up doing Monza," he says.

"Things were going really well, we were always at the sharp end, pace was always really good, so I was pretty confident that we could wrap it [the British F4 championship] up a round early. I knew it was going to be tough but I was confident that it was definitely possible."

But still, Dunne doesn't underestimate his title achievement. "It means a lot," he confirms. "There's a lot of people who have raced in this championship who are top-level drivers now, so winning such a prestigious championship and winning it by such a margin with three races to go is pretty special."

Dunne grew up around motorsport, as his dad Noel was a successful Formula Ford racer, and his parents met because his mum worked at a race circuit.

As for Dunne's next move, for 2023, "I have a couple of different offers to go here and there, but there's no decisions set in stone yet," he explains. "Definitely it will be F3 of some form but I don't really know what championship yet."

And part of the consideration is that he's come to the attention of none other than Ferrari, as he recently was invited to a Ferrari Driver Academy scouting camp. "I would like to say I did a good job," Dunne notes of how he performed there. He'll find out soon if he's invited to the next stage with the chance of joining the academy itself.

"It's nice to know that my talent is being recognised and that people at Formula 1 level are watching me," Dunne adds. "F1 is definitely the goal that I'm working towards."

"His way of claiming the title was appropriate, as there's little ordinary about Dunne"

RALLY REPORTS

Photos: Chicane Media

MULL RALLY: MULL CAR CLUB BY LUKE BARRY OCTOBER 14-16

MASTER MACKINNON IS KING OF THE MULL CHALLENGE FOR A FOURTH TIME



Paul MacKinnon gelled with new car



Daniel Harper rued a poor tyre choice

Paul MacKinnon was a relaxed man when he ran into MN in Tobermory last Friday. Hours before he'd be attacking the very same stretch of road in a Hyundai i20 R5, MacKinnon was walking the route of the opening stage through his home town – but not for the reasons we first thought. “It’s not for a competitive advantage,” he insisted. “The kids are at home so it’s for a bit of sanity!”

In many respects it was an ironic comment from a man who was about to push himself to the absolute limit on some of the gnarliest rally roads anywhere in the world, but it proved prophetic as MacKinnon rolled back into Tobermory 36 hours later with a fourth Mull Rally victory in his pocket. But, as ever with this gruelling event, it was quite some journey to get there after 145 demanding stage miles and over two hours of competitive driving.

Trading Ford for Hyundai power, MacKinnon’s 2022 target was Mini man Daniel Harper – last year’s winner and long-term Mull rival. But neither were quickest through the opening Tobermory test, that honour belonging to David Wright in his Ford Fiesta R5.

However once out and over the Mishnish Lochs, natural order was resumed. Harper had bided his time 12 months earlier, pouncing while others fell by the wayside. But this time he blitzed through the first moorland stage, stopping the clocks 12 seconds faster than MacKinnon to set out his stall. Learning a new car was proving a challenge for MacKinnon, who felt the i20 was too soft and “nervous” over the first loop. But, nevertheless, he was quickest over both Calgary Bay and Loch Tuath – despite opting to bed himself into his new steed rather than grab it by the scruff of the neck. Where he found himself overall? “I’m not that bothered”. But Harper too was relieved to make the overnight Salen time control – surviving a hairy fifth-gear moment over a crest and losing the intercom on SS5. With Saturday’s two legs looming large, the Mini led the Hyundai by 8.8s. Saturday, though, would be MacKinnon’s day – even if it didn’t start too well when his i20 R5 lost brakes on the rally’s first daylight test over the Hill Road. But Harper had done MacKinnon a favour, bolting cut slicks to his Mini JCW WRC on roads streaming with standing

water – a decision that would cost him the lead. By the time he reached the Fishnish regroup, MacKinnon had snuck ahead by just six tenths. MacKinnon and Harper were already in a league of their own, over two minutes clear of the chasing pack as leg two of three drew to a close, but the local was now really in the groove. Falling to 23.9s behind MacKinnon after SS10, the last thing Harper needed was for his Mini to cut out for the best part of 20s off the startline of SS11 – right in view of his rival. MacKinnon’s lead instantly doubled, earning him a useful 48.3s cushion ahead of the final leg under the cover of darkness. Fight over? Harper smiled: “There’s still a third of the rally to go...” And up next was the one everyone was talking about before the rally began. Known as ‘The Very Long One’, SS13 was a beast at 31 miles. In the dark. In the rain. Not for the faint-hearted. And it nearly delivered the fateful twist Harper had been looking for as the leader’s brake problems resurfaced. Coupled with a water pressure problem, MacKinnon gave up 33.1s but regardless, Harper’s time was immense: averaging 67mph through the technical, twisty and

narrow lanes. Any thoughts of a late surprise would prove premature though as MacKinnon had enough in the tank to “scrape” to victory. But he wasn’t the same relaxed figure he had been on Friday afternoon – he couldn’t have been more relieved to see his daughter. “All through the rally we’ve had a bit of an issue with the brakes,” he said. “Stages that are of any length at all we were just losing the pedal all the time... hard going there! It was just so stressful from the start, I couldn’t really get my eye in to begin with and that last stage, I was just praying for the brakes to hold, nursing it up the hill. I could see Daniel coming...” Harper had indeed been coming, smashing MacKinnon by 27s on the final test with 30s intervals between cars. But MacKinnon clung on – the final winning margin standing at 8.4s. John MacCrone made it two Mull men in the top three in his Ford Escort Mk2, battling through power-steering woe on Friday to take his first Mull podium since winning six years ago. Wright was a podium threat in his Ford Fiesta but had to settle for fourth. Stephen Thompson completed the top five.

| RESULTS | | | |
|--------------------------------|---------------------------------|-----------------------|------------|
| Mull Rally When: October 14-16 | | | |
| POS | DRIVER/CO-DRIVER | CAR | TIME |
| 1 | Paul MacKinnon/Paul Beaton | Hyundai i20 R5 | 2h13m05.7s |
| 2 | Daniel Harper/Chris Campbell | Mini JCW WRC | +8.4s |
| 3 | John MacCrone/Peter MacCrone | Ford Escort Mk2 | +1m49.9s |
| 4 | David Wright/Paula Swinscoe | Ford Fiesta R5 | +4m43.6s |
| 5 | Stephen Thompson/Larry Highton | Ford Escort Mk2 | +9m48.9s |
| 6 | Neil Roskell/Andrew Roughead | Ford Fiesta R5 | +13m49.5s |
| 7 | Wayne Sisson/Peredur Davies | Mitsubishi Lancer E10 | +14m34.4s |
| 8 | Craig Rutherford/Michael Hendry | Subaru Impreza | +15m26.7s |
| 9 | Stewart Morrison/Jason MacPhail | Ford Escort Mk2 | +16m42.2s |
| 10 | Alan Gardiner/Dave Robson | Ford Escort Mk1 | +16m45.7s |

Class winners: **A:** John Cressey/Martin Cressey (Austin Mini Cooper S); **B:** Des Campbell/Craig Forsyth (Peugeot 206); **C:** Stephen Thompson/Larry Highton (Ford Escort Mk2); **D:** Allan Gardiner/Dave Robson (Ford Escort Mk1); **E:** David Wright/Paula Swinscoe (Ford Fiesta R5)



John MacCrone overcame steering issues for third spot

IN BRIEF



Duffy was thwarted by the electrics on his Escort

Duffy’s disaster On his first rally in three years, nine-time Mull winner Calum Duffy was expected to give MacCrone a good race in their pair of Mk2 Escorts, but he didn’t get a chance to show what he could do. From as early as the first street stage Duffy was in trouble,

losing over half a minute before retiring on the next test (and not returning) with an electrical fault. **Roskell’s tribute** Neil Roskell matched his seeding with a sixth-place finish, on a poignant weekend where he was carrying

prominent stickers for his late son Nathan who had always wanted to go to Mull. It wasn’t an easy run though – water temperature problems in particular plaguing Roskell’s first evening. **Missed chances** Jonathan Mounsey was on course for a top-

five finish in his Fiesta Rally2, keeping Wright ahead of him honest, before going off the road on SS12 of 16. British Rally Championship contender Andy Davies’ miserable luck continued on Mull – a failed pop-off valve, two punctures on the

one stage and a missing fifth gear all on his list of problems before retiring after the 31 miler with too many punctures. Pre-rally underdogs Fergus Barlow and Scott Macbeth also both retired with a mechanical and hitting a bank respectively.

RALLY REPORTS

Photos: Ben Lawrence

HISTORIC RALLY FESTIVAL: BY PAUL LAWRENCE

OCTOBER 15-16

CELEBRATING RALLYING HISTORY
IN A SPECTACULAR FASHION

The Historic Rally Festival was a great success as a field of period rally cars thrilled a bumper crowd at Weston Park and Ironbridge power station over the weekend.

This was the second edition of Britain's very own historic rallying celebration and though it is yet to rival the well-established European events such as the Eifel Classic and Rally Legend in Italy, the foundations of the Historic Rally Festival are strong and growing.

After several Covid-induced false starts, the inaugural event ran last August and the whole concept took a bigger step forward for this year. A strong field of rally cars, ranging from the middle 1960s to the late 1990s, were put through their paces on special stages at two venues close to rally HQ in Telford.

On Saturday, the action opened on the site of the former Ironbridge power station, with four runs through a short-but-tricky special stage. Then, two stages in the dark of Saturday evening in Weston Park preceded six more stages in the park on Sunday, including previously unused gravel sections. As a venue with a rally history of more than 40 years, including spectator stages on the RAC Rally, Weston Park is the ideal location for this event.

With displays, retail and the chance to meet and greet the competitors in the middle of the day, it was enormously spectator friendly. With no element of



Fans saw some real GpB icons



Mel Lewis and the gorgeous-sounding Lancia Stratos



Shaun Clorley was on the lock-stops throughout

competition, this is purely a living, breathing demonstration of rallying heritage.

Importantly, it is run to exacting standards under a Motorsport UK special stage demonstration permit that ensures stage set-up, spectator safety, competitor safety, rescue and marshalling are all to the standards of a full special stage rally. It is a vital element that will be retained as the event grows.

Event promoter Warner Lewis is committed to running to this

format although a busy weekend with clashing fixtures, including Rally Legend in Italy, didn't help with the numbers and is something that will be resolved for the future.

As it was, around 45 cars took to the stages, but Lewis had deliberately opted for quality rather than simply quantity and the field included genuine Group B cars such as Metro 6R4s and Renault Maxi Turbos, as well as a gaggle of Ford Escorts, Lancia Delta Integrales and more from

the early years of rallying notably Lancia Fulvias, Mini Coopers and Ford Anglias.

After the power station stages on Saturday, the two runs through Weston Park in the dark of Saturday evening were outstanding as the spectacle and noise of rally cars in the dark echoed across the Shropshire countryside. At one point, the Metro 6R4 of Robin Hamilton and Mick Strafford's Chevrolet-powered Firenza Can-Am perform a stunning duet as they

tackled the stage at the same time.

Other highlights included the spectacularly driven Escorts of Jason Lepley, Steve Harkness and Alan Watkins, as well as Shaun Clorley's ever-sideways Talbot Sunbeam Lotus.

Looking ahead, Lewis already has plans for 2023, as he told MN: "We would like to add another venue next year and we have one in mind. We want to grow this event and I think the spectator response shows there is demand for it."

Lewis is right: there is demand for this event, which is already the best in Britain and will only get better. Of course, the possibility of adding closed road stages is an exciting option for the future and the fact that Lewis and his team are working closely with Telford and Wrekin Council points to opportunities. But right now, the Historic Rally Festival is a fantastic event that deserves to secure a permanent place in the UK rallying calendar.

THE CROWD PLEASER



Strafford let it all hang out in Firenza

The Can-Am entertainer smokes its way through

An absolute crowd favourite is the Chevrolet-engine Vauxhall Firenza Can-Am of Mick Strafford.

It is loud, brash and usually wreathed in tyre smoke. The fans love it as Strafford plays to the gallery, using up a stock of various worn out

tyres on the period correct South African monster.

Strafford said: "If you've got it, flaunt it.

"I've spent so much time on rallies thinking come on, try a bit harder: try to at least do something that looks good. I like to put on a show and

make some noise and burn some tyres.

"You've got people paying money to come and spectate on these events, and as [promoter] Warner Lewis said in the final instructions: 'you're not here to go fast, you're here to entertain!'

"Jimmy McRae drives it far quicker than me, but I tend to be a bit more spectacular because I'm more of an animal than he is. I like to slide it around and try to avoid hitting things."

As usual, Strafford and the Can-Am did not

disappoint as the roaring V8 delivered the soundtrack to the spectacle.

It may not be the quickest way to get through the stages, but his sideways tyre-smoking style is just what events like this should be about.

A REAL FORD FAVOURITE



McClelland fulfilled his Escort dream

An Escort Cosworth with proper rally history

The 1993 Group N Escort Cosworth of Mark McClelland has quite a history. It was built by M Sport for the 1993 Network Q RAC Rally when it was driven by Rod Menzies.

After some national events and another shot

at the RAC in 1994, it was later sold back to M Sport. On the '93 RAC Rally, Menzies finished 55th before taking top-10 finishes on the Malcolm Wilson and the Dukeries. 'L11 PRC' then failed to finish the 1994 RAC Rally and its first

competition life was over.

M Sport converted it to left-hand drive for use as a WRC recce car for the World Rally Team.

In that time it was driven on recce by drivers such as Ari Vatanen, Petter Solberg and Francois Delacour.

Scotsman Mark McClelland has since completely restored it to original specification, and the Historic Rally Festival was its first proper time in action for 16 years.

McClelland said: "Many years ago, a young

Malcolm Wilson let me sit in his Michelin Pilot Ford Escort Cosworth in the service park on the Scottish Rally and forever dreams and memories were made," he said of his long-standing ambition to own such a car.

BRITISH GT REPORT: DONINGTON PARK

IN BRIEF

RAM relief

Ian Loggie's title was not only a relief for the driver, but also for his RAM Racing team that missed out narrowly on the drivers' crown in both of the last two seasons. "Relieved and obviously very very happy," boss Dan Shufflebottom told Motorsport News. "I've always been the bridesmaid; Ian's felt a lot like that. He won the Pro-Am title the last two years and he was desperate [for] that not to be his only title this year."

Sims surprise

Winner Alexander Sims was astonished that his Century BMW vaulted into the lead at the pitstop round, as the car had a 10-second success penalty to serve. "When we came out of the pits I was assuming that the one or two or three cars ahead of me were just down the road," he told MN, "and then the engineer after a few laps said 'you're P1'." Part of its trick was pitting a lap later than rivals, which meant it avoided a crowded pitlane.

Topham thwarted

With Newbridge Aston Martin missing out on GT4's title, Matt Topham rued a penalty for passing before the line at the end of a safety car period. "The time doesn't lie but frustratingly it was a GT3, they probably should have been a bit quicker out the corner," Topham told MN. "The #76 McLaren and I seemed to accelerate at the same time and somehow I managed to get in front of her."

Edgar excels

The Speedworks-run Toyota Supra at Donington at last got a GT4 race win, and was aided in doing so by magnificent qualifying and race performances by teenager Tom Edgar. He told MN: "Stepping up in the GT4 category was always going to be difficult; I'm really happy with how I've come on as a driver this year, on and off track."

Gounon's gift

While helping driving partner Loggie to the title, Jules Gounon wore a helmet with the same design as that of his racer father Jean-Marc. And with it he had a parallel two decades on. "My dad [finished] second at the FIA [GT championship] race in 2002 [at Donington], and today we [finished] second at the British GT race 20 years later with the same lid," he told MN.



Gounon paid tribute to dad



Stellar pair high five after GT4 title

Loggie took title after drama

SECOND'S BEST AS LOGGIE AND STELLER CLAIM THE CROWNS

RAM racer and Audi duo take the titles while there are first race wins in the GT3 and GT4 races for Century and Toyota, as **Graham Keilloh** outlines

You know what they say about judging books by their covers. Ian Loggie needed to only finish fifth in British GT's season-concluding 'Donington Decider' to ensure his first overall championship. That he actually finished second suggests the RAM Mercedes racer took the title with comfort. Not so.

Consider that Loggie was last after the first turn, as he found a roadblock there from Enduro's McLaren getting broadside after tapping the back of Darren Leung's Century BMW, meaning Loggie had to take a detour through the gravel. Then not long later his comeback was snuffed out by spinning exiting the final turn, putting him back to last.

Yet come the end, in something that seemed from a different race, the Mercedes got to the flag in second place, more than enough to secure Loggie's and RAM's long-awaited championship. Loggie's partner Jules Gounon was even pressing the victorious Century BMW shared by Leung and Alexander Sims.

Loggie told Motorsport News: "Eventually we got it done. It was a tough old start. Then I had that crazy spin, I thought 'I've just sold my championship here, I'm going to be a bridesmaid again'. "So I just kept pushing, kept overtaking, we got a safety car, kept pushing, a couple of other cars go off, we make up, we had an amazing pitstop, we get in front of the

Barwell Lambo just and no more, and then it was just a matter of [Gounon] was in second place, bring it home."

The plot twists started in qualifying, as rain fell shortly into the first GT3 session and half the field didn't get a dry lap in, including every one of the four title contenders who all therefore started outside the top seven. Loggie though was content, as his rivals effectively needed to win to deny him.

It set the pattern, as in the race too Loggie was aided by that none of his championship rivals had a clean run. Adam Balon in the Barwell Lamborghini had to do a Turn 1 gravel detour much like Loggie, plus the car had 15 seconds' success penalty.

For a time the James Cottingham/Lewis Williamson 2 Seas Mercedes looked best placed to take advantage of Loggie's early troubles, but then Cottingham ran off exiting Old Hairpin and smacked an advertising hoarding, and had to pit to have it peeled from his car. Two

subsequent unrelated drivethrough penalties further kept them down.

Enduro's Morgan Tillbrook not only experienced the first-corner woe mentioned, he got a stop/go penalty for his part in it. Still the car, that always goes well at Donington Park, showed amazing pace in both drivers' hands and was third at the end, pressing Gounon, despite also having the maximum success penalty to take.

And it wasn't only those with a title chance who experienced woe. Richard and Sam Neary in their Team Abba Mercedes lost a likely win to unreliability for the second time in two races. This time a broken gearbox stopped them before half distance, after Richard had not been headed from pole.

While the British GT debutant, and newly crowned GT Cup champion, Orange Racing Simon Orange/Michael O'Brien McLaren also lost a near-certain victory with a slow stop. Slow refuelling, a wheel gun problem and getting boxed in

combined to lose them 35s. They finished fourth under six seconds from the win...

The Century BMW came through it all for a fine victory. It vaulted to first in the pitstop round and Sims then held off Gounon albeit with the latter constrained by Loggie's title consideration. It was Century's and the BMW M4 GT3's first-ever overall British GT win.

With echoes of Loggie, the Steller Audi of Richard Williams and Sennan Fielding took the GT4 title after finishing second at Donington. In their case though, they had a 12.5-point deficit to overcome to the Newbridge Aston Martin shared by Matt Topham and Darren Turner, while the Josh Miller/Jamie Day R Racing Aston was also very much in the mix. And just like with Loggie there were some adventures in getting there.

The Newbridge Aston was up against it after qualifying 12th of the GT4 runners; Topham didn't get a quali lap in on slicks on a drying track. And matters were compounded when Topham got an in-race

"I just kept pushing, and kept overtaking"

Ian Loggie



Darren Leung and Alexander Sims got Century's first overall win

Photos: Jakob Ebrey

GB3 CHAMPIONSHIP REPORT

BROWNING BAGS THE TITLE A RACE EARLY IN TENSE AND DRAMATIC FINALE

Luke Browning wrapped up the GB3 championship title at Donington Park, the Hitech Grand Prix racer resolving his season-long battle with Fortec's Joel Granfors a race early by finishing second in a chaotic damp-but-drying second race of the triple-header finale while his rival dropped back with a severe shortage of rear grip.

Granfors had led the early going in that race, spectacularly seizing the lead from fourth on the grid with a good launch then driving around the outside of Elite's Tom Lebbon at the opening turn. Browning meanwhile had hung back early on, and stated afterwards that he was "tyre saving right from the go".

And it was soon clear that Granfors wasn't getting away in first, and Lebbon indeed reclaimed the lead from him on the third lap, taking the outside line at the Melbourne Hairpin which gave him the inside at Goddards.

Browning had by this point got up the

third from starting fifth – making up the two places when Carlin's Callum Voisin and Elite's John Bennett collided exiting Melbourne Hairpin – and he too was swiftly shadowing the by-now-struggling Granfors. He got past for second with a dive-bomb move at Goddards at one-third's distance. Granfors soon was dropping rapidly down the order and he finished 13th.

Browning meanwhile kept circulating to come home second and seal the title, although the late laps were made more exciting by that the small number who had started the drying race on slicks – Browning's team-mates Bryce Aron and Cian Shields plus JHR's Matthew Rees – started lapping several seconds faster than their wet-shod rivals. Aron indeed finished third just 0.7 seconds off Browning, while the dominant Lebbon took the win.

Browning told Motorsport News: "That was chaos wasn't it? But it worked out. Absolutely elation in

the team and couldn't be more happy. "I couldn't see Joel in the rear mirrors so I thought I had a good chance [of the title], but then when I saw on the board that I was leading the championship where I was, I chilled out and looked forward to the end. Wet-in-between weather always saves me, it's been a crucial part of my career so far, and it's come into play again."

Granfors told MN: "After like two laps I started feeling the rear going more and more and then it was like the rear tyre was absolutely gone.

"It was so much oversteer, I've never had that much oversteer in my entire career really. So I have a tough time believing that I destroyed the tyres that bad, especially when it came at the beginning as well.

"Tough race but congratulations to Luke for winning the championship, it's been a fair and a tight fight all year, so he deserves it."

This all followed a dry race one the

previous day that was won by Voisin from pole while Browning finished second and Granfors fifth.

The title protagonist duo had for that started only fifth and eighth after a drying qualifying session – Granfors ruing an error on his best lap – and they ran fourth and sixth early on, in both cases with Browning ahead.

Both gained a place in the course of the race and Browning then got a boost as all crossed the line at the end as second-on-the-road Lebbon got a five-second penalty for track limits, This elevated Browning to second and dropped Lebbon between Browning and his title rival, with the Elite man just a tenth ahead of Granfors.

Hillspeed's Nick Gilkes won the season-closing reversed-grid race, leading all the way from Shields. Granfors and Browning climbed to fifth and seventh respectively.

Graham Keillor



Browning is number one in GB3 '22

RACE WINNERS

■ GB3 championship

Race 1: Callum Voisin (Carlin)

Race 2: Tom Lebbon (Elite Motorsport)

Race 3: Nick Gilkes (Hillspeed)



Toyota dominated the GT4 race

penalty for passing under the safety car. Steller meanwhile ran second in the opening stint, but dropped to fifth at the stops after taking its success penalty.

Therefore just after a safety car, with just over a quarter of the race to go, the trio were almost on course for an dead heat on points, as the R Racing Aston ran second, the Audi fourth and Newbridge ninth. It was a matter of whoever could make most places would take the title.

And the Audi prevailed as in Fielding's hands it climbed to second – including getting past Day – while Turner – in a car that was struggling to muster the straightline speed to make overtakes – could only get to seventh, two places short of getting the crown.

Williams told MN: "Odds were against us, and we had to both dig deep. After Brands we knew the team were in the right place and the car was in the right place.

"It was a very stressful race because we didn't know what the #27 car [Newbridge] was going to be doing or what pace they had. This has been a long time coming and a lot of sacrifice."

Also just like in GT3, the GT4 race had a freshman victor. In this case it was the Speedworks-run Toyota Supra taking its long-awaited first race win, and it was a dominant force in doing so. Indeed Tom Edgar was imperious from pole and the car even overcame losing 25s in its pitstop from being boxed in, requiring the Supra to be pivoted on the skates almost lengthways to rejoin the action. Edgar's partner Jordan Collard swiftly reclaimed the lead from Day, and stayed there.

SUPPORT RACES

The Ginetta GT5 Challenge title was decided in controversial circumstances, with Will Jenkins taking the provisional crown following a successful appeal from his Elite Motorsport team. Mikey Doble triumphed in the opening contest to move ahead in the table of Jenkins's team-mate Harley Haughton, who retired with suspension damage, while Jenkins kept his own hopes alive by winning race two. Jenkins comfortably won the finale, as Doble and Haughton battled over second. Doble prevailed to initially seal the championship from Jenkins after Haughton slipped back to fifth. But Doble was subsequently handed a time penalty for overtaking Haughton under yellow flags, with the title changing hands as a result.

Things were more straightforward in the other championship deciders. Nikolas Taylor was crowned champion as the maiden GB4 season drew to a close, despite a qualifying crash making things slightly more difficult. The Fortec Motorsports driver finished second behind Tom Mills in race one, but lost out in a risky opening-lap battle with the Kevin Mills Racing teenager in the sequel,

as Jarrod Waberski sneaked past the pair before taking victory. Taylor slipped to sixth after a clash with debutant Will Macintyre, but a late collision between Mills and Megan Gilkes enabled Taylor to recover to fourth, enough to wrap up the title with a race to spare. Waberski again triumphed in race three to overhaul Max Marzorati for second in the points and secure a hat-trick of wins for KMR, which also sealed the teams' championship.

Harry Foster had a near-perfect weekend to win the Porsche Cayman Sprint Challenge crown. He took victory ahead of nearest rivals and Team Parker Racing team-mates Charles Clark and Matt Armstrong in the opener. Armstrong dropped to fourth into Redgate at the start of race two, and then crashed a lap later on his own fluid, having suffered a broken radiator in a collision with Toby Trice. Foster resisted a final-lap challenge from fellow title contender Steve Roberts (Redline Racing) to finish first on the road again. A subsequent penalty demoted him to second, but it was still enough to wrap up the title before the final race, which he duly won ahead of Roberts.

Stephen Whitfield

RACE WINNERS

■ Ginetta GT5 Challenge

Race 1: Mikey Doble (Xentek Motorsport)

Races 2 & 3: Will Jenkins (Elite Motorsport)

■ GB4

Race 1: Tom Mills (Kevin Mills Racing)

Races 2 & 3: Jarrod Waberski (Kevin Mills Racing)

■ Porsche Cayman Sprint Challenge

Races 1 & 3: Harry Foster (Team Parker Racing)

Race 2: Steve Roberts (Redline Racing)

■ Ginetta Academy

Races 1 & 2: Leo Karavasili (Breakell Racing)

Race 3: Marc Warren (Raceway Motorsport)



Taylor took the first GB4 title

RESULTS

British GT Championship 2022 Round 8: Brands Hatch, GT3

| POS. | DRIVER 1/DRIVER 2 | TEAM/CAR | CATEGORY | TIME |
|------|-----------------------------------|---|-----------|--------------|
| 1 | Darren Leung/Alexander Sims | Century Motorsport/BMW M4 | Pro-Am | 2h00m19.821s |
| 2 | Ian Loggie/Jules Gounon | RAM Racing/Mercedes-AMG | Pro-Am | +0.558s |
| 3 | Morgan Tillbrook/Marcus Clutton | Enduro Motorsport/McLaren 720S | Pro-Am | +1.836s |
| 4 | Simon Orange/Michael O'Brien | Orange Racing powered by JMH/McLaren 720S | Pro-Am | +5.787s |
| 5 | Adam Balon/Sandy Mitchell | Barwell Motorsport/Lamborghini Huracan | Pro-Am | +10.613s |
| 6 | Mia Flewitt/Euan Hankey | 7TSIX/McLaren 720S | Pro-Am | +25.742s |
| 7 | Andrew Howard/Lewis Proctor | Beechdean AMR Aston Martin Vantage | Silver-Am | +44.245s |
| 8 | Graham Davidson/Aaron Walker | 2 Seas Motorsport/Mercedes-AMG | Silver-Am | +54.103s |
| 9 | James Cottingham/Lewis Williamson | 2 Seas Motorsport/Mercedes-AMG | Pro-Am | 1m08.422s* |
| 10 | Andrey Borodin/Ed Pead | Greystone GT/McLaren 720S | Silver-Am | -1 lap |

11 Nick Halstead/Jamie Stanley (Fox Motorsport/McLaren 720S) -1 lap; 12 Simon Watts/James Kell (Team Rocket R/JN/McLaren 720S) -2 laps; 13 Mark Smith/Martin Plowman (Paddock Motorsport/McLaren 720S) -30 laps; 14 Richard Neary/Sam Neary (Team Abba Racing/Mercedes-AMG) 31 laps; 15 Stewart Proctor/Warren Hughes (Greystone GT/McLaren 720S) 17 laps. **Pole position (aggregate time):** Neary/Neary 3m07.085s. **Fastest lap:** O'Brien 1m27.419s (102.43mph). **Winner's average speed:** 94.24mph.

Round 8: Brands Hatch, GT4

| POS. | DRIVER 1/DRIVER 2 | TEAM/CAR | CATEGORY | TIME |
|------|----------------------------------|---|------------|--------------|
| 1 | Tom Edgar/Jordan Collard | Toyota Gazoo Racing UK/Toyota GR Supra | Silver Cup | 2h00m35.099s |
| 2 | Richard Williams/Sennan Fielding | Steller Motorsport/Audi R8 LMS | Silver Cup | +16.902s |
| 3 | Josh Miller/Jamie Day | R Racing/Aston Martin Vantage | Silver Cup | +19.010s |
| 4 | Kavi Jundu/Moh Ritson | Paddock Motorsport/McLaren 570S | Pro-Am | +20.777s |
| 5 | Tom Rawlings/Chris Salkeld | Century Motorsport/BMW M4 | Silver Cup | +28.654s |
| 6 | Adam Knight/Benji Hetherington | Valluga Racing/Porsche 718 Cayman | Pro-Am | +28.793s |
| 7 | Matt Topham/Darren Turner | Newbridge Motorsport/Aston Martin Vantage | Pro-Am | +40.873s |
| 8 | Will Burns/Jack Brown | Century Motorsport/BMW M4 | Silver Cup | +43.579s |
| 9 | Joe Wheeler/Freddie Tomlinson | Assetto Motorsport/Ginetta G56 | Silver Cup | +57.619s |
| 10 | Erik Evans/Will Moore | Academy Motorsport/Ford Mustang | Silver Cup | +1m00.901s |

11 Aaron Morgan/Bobby Trundley (Team Brit/McLaren 570S) -1 lap*; 12 Ed McDermott/Michael Broadhurst (Motus One Racing/Mercedes-AMG) -4 laps; 13 Marco Signoretti/Matt Cowley (Academy Motorsport/Ford Mustang) -12 laps*; 14 Jamie Orton/Seb Hopkins (Team Parker Racing/Porsche 718 Cayman) 24 laps. **Pole position (aggregate time):** Edgar/Collard 3m12.529s. **Fastest lap:** Edgar 1m35.170s (94.08mph). **Winner's average speed:** 87.85mph.

* = 40s added to race time in lieu of a 10s stop/go penalty
** = 30s added to race time in lieu of drivethrough penalty

DRIVER STANDINGS

BRITISH GT: GT3

| POS. | DRIVER | POINTS |
|------|-----------------------------------|--------|
| 1 | Ian Loggie | 162 |
| 2 | Adam Balon/Sandy Mitchell | 128.5 |
| 3 | Morgan Tillbrook/Marcus Clutton | 123.5 |
| 4 | James Cottingham/Lewis Williamson | 114 |
| 5 | Jules Gounon | 92.5 |
| 6 | Alex Malykhin/James Dorlin | 82 |
| 7 | Nick Halstead | 81 |
| 8 | Jamie Stanley | 78 |
| 9 | Callum Macleod | 69.5 |
| 10 | Michael Iggoe/Phil Keen | 68 |

11 Alexander Sims 60; 12 Mia Flewitt/Euan Hankey 58; 13 John Ferguson 54.5; 14 Ulysse De Pauw 52; 15 Shaun Balfe/Adam Carroll 49; 16 Darren Leung 37.5; 17 Martin Plowman 36; 18 James Kell 35; 19 Richard Neary/Sam Neary 31; 20 Mark Sansom/Will Tregurtha 30.5; 21 Simon Watts 25; 22 Henry Dawes 22.5; 23 Stewart Proctor/Lewis Fletcher 15; 24 Graham Davidson 19; 25 Nick Jones/Scott Malvern 17; 26 Kevin Mitchell 15; 27 Andrew Howard 12; 28 Betty Chen/Angus Fender 6; 29 Rob Bell 3; 30 Jamie Caroline 2.5.



Loggie is suitably pleased after securing the GT3 crown

BRITISH GT: GT4

| POS. | DRIVER | POINTS |
|------|----------------------------------|--------|
| 1 | Richard Williams/Sennan Fielding | 168.5 |
| 2 | Matt Topham/Darren Turner | 163 |
| 3 | Josh Miller/Jamie Day | 156 |
| 4 | Tom Edgar | 127 |
| 5 | Jordan Collard | 111 |
| 6 | Jack Brown/Will Burns | 107 |
| 7 | Matt Cowley/Marco Signoretti | 99.5 |
| 8 | Seb Hopkins/Jamie Orton | 98.5 |
| 9 | Ross Wylie | 76 |
| 10 | Matthew Graham | 53 |

11 Aaron Morgan/Bobby Trundley 52.5; 12 Chris Salkeld/Tom Rawlings 43; 13 Moh Ritson 39; 14 Benji Hetherington 36.5; 15 Ashley Marshall 21; 16 Kavi Jundu 18; 17 Joe Wheeler/Freddie Tomlinson 16.5; 18 Jack Mitchell 16; 19 Adam Knight 12; 20 Lucky Kherra 1.5.



Williams and Fielding embrace with the GT4 title all theirs

FEATURE

BRYAN HERTA: **'DOES THE FORMULA FORD FESTIVAL** **PAY SUPERLICENCE POINTS?'**

***Andy Hallbery** puts the MN readers' questions to an all-American racing legend with a deep love of Formula Ford 1600 –and British punk rock music...*



Eyes on success:
Bryan Herta

Photos: Motorsport Images



Fresh-faced: Bryan Herta tackled the Festival in '91

Where on earth do you start with Bryan Herta? One of the most humble and calm racing driver-team owners you will ever meet. Yet give him a microphone and a stage, and *Anarchy in the UK* by the Sex Pistols won't be far away...

Going further back, in 1991, he was the second recipient of the Team USA Scholarship and made it to the final of the Formula Ford Festival at Brands Hatch, a memory he treasures, and a dream of racing in Europe. Formula Ford is, in his mind, still the best training ground.

He's also the dad of Colton Herta, who was in a gnat's whisker of moving to Formula 1 next year, if he wasn't a few superlicence points short.

Unusually for an American racer, that was Bryan's dream too, and he got closer than most people know, as you

will read with his test at Minardi in 2002. He's known as a master of Laguna Seca, won the Sebring 12 Hours with Tony Kanaan and Dario Franchitti, and did a lot of the test work for Honda's successful IndyCar programme.

Since he hung up his racing boots he's won two Indy 500s with calm – and brave – strategy from the pitwall, and runs a championship-winning TCR team with Hyundai.

Question: What are your memories of your Formula Ford Festival run in 1991 at Brands Hatch?

Gary Smith
Via Twitter

Bryan Herta: "It's funny. The thing I remember most was just the adventure of leaving the United States to go and race. I'd never been out of the country before. I had to get a passport and go to London on my own! I got to Heathrow Airport and had to find a train to Leicester, and I couldn't find Leicester on the board because nobody told me it's not spelled L-E-S-T-E-R. I ended up taking a ride with some dodgy guy who just offered me a lift. I didn't know those were cab drivers. I managed to not get murdered in the process, so that was good. For me, it was just a big growing-up experience."

"It was the first time I felt like I was a race car driver travelling overseas, going to a race, not with my parents, not through a clubby fun thing. This was for real."

"The scale of the event... I think the year I did it [it was a] this might be the last one kind of thing, because it has been peeling off but suddenly, all these cars turned up and it was just massive."

continued on page 22



The master of Laguna Seca tackles the Corkscrew in 1999 in his Team Rahal Reynard on his way to victory

"The Ford Festival was a huge adventure for me"

Bryan Herta

FEATURE



Can you hear me: Sharing the Panoz sportscar

Everywhere you looked was the Danish Formula Ford champion, the Finnish Formula Ford champion, or the German Formula Ford champion. It was just great to be part of an event like that.”

MN: You made it to the final as well...

BH: “Yes. I finished 11th. In retrospect, that was really a reasonable accomplishment. At the time I felt a little let down because you just always want to win, don’t you? But if I look back now, the 52-year-old me says, ‘Well, given what you were up against, how much you didn’t know about the cars, tyres, styles in racing, all of it. I’d never done a standing start in my life. So, looking back now it was alright.’ It was a really a great experience.”

“In the whole process, I met a lot of fabulous people. Guys like Jeremy Shaw, who puts the whole Team USA thing together, and we became lifelong friends.”

MN: Yes. When you look at the people who’ve come through Team USA since, it’s incredible what Jeremy has done.

BH: “Jimmy Vasser was the first and I

was the second to do the Festival with Team USA. It really is incredible. It’s become well-known in the US, well-recognised. The drivers that are selected for the Team USA Scholarship are drivers to watch, drivers for the future. And really, it’s credit to Jeremy. Loads of people helped him along the way over the years, but he really is the engine driving that thing from day one. The fact that he’s done it so long, so well, and given so many drivers opportunities, it’s really something. He really does not get enough credit for how much work he does for this. He’s not making money doing this. This is a passion project for him, a labour of love that we’re all grateful for.”

MN: Last year, your former team-mate Jan Magnussen and Roberto Moreno did the Festival. Would that be a thought for you?

BH: “I heard that. I think it’s so fantastic, but no. For me, no. I don’t think so. Maybe a few years ago, but I’ve been out of a car for so long. I just feel like these kids are so fast and so

aggressive and they want it so much more than I do now. I think I would just get beaten up out there pretty good!”

“I’m sure Roberto had a sort of somewhat level of competence, especially Brands Hatch, right? It’s hard to pass there. It takes a lot of commitment. You got to have that fire in the belly, and I did for a long, long time. But I know where I’m at now. If some kids have got a wheel on each side of me into Paddock, I’m now probably going to think, ‘Well, maybe I shouldn’t turn now.’”

MN: You obviously still respect Formula Ford, yet when Colton came to Europe, very much also on his own, he did Formula 4. Was there a choice in there or a reason?

BH: “Yes. The reason was, believe it or not, F4 – when Colton came over – you can do it at 14 years old. So, they’re forgetting with the others you need to be 16. That’s actually why he never did the Festival, or was able to try to go out for the Team USA Scholarship himself. It was because he was too young to do it

when he was at that point. Then by the time he was old enough to do it, he’s already doing Indy Lights.

“So, that was the reason. I still recommend Formula Ford to everybody who can run a car to get an FF1600. No slicks, no wings. I think it’s the purest form of driving there is to really let you just focus on feeling the car underneath you. It gives you a sensitivity that you don’t get in anything else. You have me thinking now... Does the Festival pay any superlicence points?!”

MN sets the scene. Bryan’s son, race-winning Colton, was teed up for the AlphaTauri Formula 1 drive for 2023, but was short on Supellicence points. Back in 2002, Bryan had the chance to drive the Minardi F1 car at Donington Park for an American magazine feature. What was supposed to be a 5-10 lap run for photos became a full test and very nearly races at Hungary and Indianapolis with Minardi.

Question: I remember reading about your F1 test with Minardi at Thunder in the Park at Donington. How close did you get to racing and, secondly, you would be full circle if Colton had got the AlphaTauri drive as it’s essentially the same team?

Andrew Baker

Via email

BH: “I know! Colton and I talked about that. How funny that is and how full circle things are. I don’t know how close I got. At the time I feel like I was pretty close to getting the drive. But it was political between Alex Yoong who was the driver then and the sponsorship he brought, and maybe the effects to the team of taking him out of the car.

“[Team owner] Paul Stoddart... he

was a risk-taker. He wasn’t afraid to take risks and there was a point at which I thought he might just take a punt on me, an American kid, but in the end it didn’t work out. But yes, I got to drive the car.

“It was great, and I’m so grateful that I got to do it because every driver should aim at the chance to drive a Formula 1 car at least once. They are quite special, quite different, and quite amazing. I have done that. At least I know what that is now. Jan Magnussen told me before I did the test, ‘Bryan, the worst F1 car you drive will still be the best one.’ He wasn’t wrong.”

Question: Is Laguna Seca your favourite track?

Rachel Evans

Via email

BH: “Surprisingly, no. I see it could be there. I do enjoy it, and obviously, it’s been the track that’s perfect, with the most success for me. Having had success there always gives us a good feeling going to that place. But I would say my favourite track is Road America.”

MN: We weren’t expecting that answer! **BH:** “Road America’s beautiful. It’s probably the most European-style track that we have here. I’ve never had a chance to drive it, but people say it’s sort of America’s Spa. The elevation, it’s just beautiful. It’s a long track – a little over four miles in length.

“Road America feels like it was just like God made the land for that track. The way the track flows in and out of the woods, up and down the hills. It just all kind of makes sense more. I cannot think of a corner that I would change or fix at that track. It’s perfect as it is.”

Question: It will never cease to amaze

“Team USA really should get more credit for what it does”

Bryan Herta



The next generation: Colton Herta (l) taps into his dad’s advice



What might have been:
F1 test with Minardi

me how cool you are on the radio when your son Colton is driving. Do you find that easy?

Bill Lucas
Via email

BH: “I have a lot of people say that to me. For me, it does feel very natural. I don’t feel like I’m getting on the radio differently than I was with Jack Hawksworth, or Gabby Chaves, or Marco Andretti, Alexander Rossi or any of our drivers.

“I’m just trying to go back to what I wanted as a driver when I was out there. I always wanted that cool voice at the other end of the line. That no matter how manic or crazy things were going out there on track, to know that somebody there had it all under control, to see and find I didn’t feel like I did. So, I just try to be that for the driver. That sort of comfort in the storm that, you know, ‘you just cut me off’, whatever is going on and I’ll just 10-4. I just try to make the call. Just like that, without saying what it would feel like, ‘It’s going to be OK. It’s going to be OK. We’ll just keep fighting through this. We’re still with you.’”

Question: Ask Bryan about the green jumper at the Festival in ’91!

Jeremy Shaw
Via email

BH: “This is part of the Festival memory! I know exactly what Jeremy’s talking about all these decades later. It is David Phillips, the journalist who’s noted here in the US. He was part of our little merry band of tough supporters running around doing the Festival when I was there that year. Famously, there was a cocktail party one evening which I didn’t attend because I was a dedicated driver at the time.

“I did not attend the cocktail party, but legend has it that David wore a very bright green, you’d almost called chartreuse sweater. There was a young lady at the said cocktail party that took quite a liking to his green jumper. It became his lucky green jumper and it just became – amongst those of us who are on that trip – just became part of the legend of the whole experience. He still has the green jumper. I’ve seen it and he actually wore it. I saw him wear it less than two years ago, and it’s still fabulous in every possible way! He would never part with it.”

MN sets the scene: Besides being a winning race driver, a successful IndyCar team owner and a racing dad, Bryan is also a huge music fan, as is his son Colton who is a drummer between races. Bryan has sung with Damon Hill’s band and Eddie Jordan’s too in the past, most often the song of choice is Anarchy in the UK.

Question: I’ve got Dario Franchitti’s book with a photo of you singing being a Sex Pistol. Colton plays drums. Have you ever performed together?

David Neals
Via email

BH: “No, we have not. They did a gig in Minneapolis this year. They actually asked if I could get up on stage and do a performance, and I didn’t because I thought it’s just a room full of kids who might not understand. I didn’t do it but I was flattered to have been asked!”

Question You raced the Panoz at Le Mans. Can you still hear?

Carol Cameron
Via email

BH: [Laughs] “I was waiting for the rest of the question but that was it! I thought

continued on page 24



Bryan Herta was keen on forging a career on the European scene when he first came to the UK

FEATURE



Herta runs a TCR team and is inspired by champion Michael Johnson



Dan Wheldon’s victory in the Indy 500 in 2011 was a seminal moment for the driver and the team boss Herta

you were going to say like, ‘Can you still hear the roar of the crowd?’!

“So, can you still hear? Period. Full-stop. Yes, I can. The hearing part is definitely going to work out. But it wasn’t as loud inside the car. It was outside because the car projected that booming V8 engine, projected the sound outward pretty well. It was a unique, different vehicle.

“Again, just a lot of great memories from over in Le Mans, David Brabham, Jan Magnussen, my team-mates there. The good times we had, and it was kind of cool. The Panoz was all about going racing in a very unconventional way. The right engine, booming V8, racing against the Audi, twin turbo, rocket ship. If you look at those two cars side by side, it definitely does look like they belong in the same class together. We did our best to make it work.”

MN: You had a successful sportscar career as well as your IndyCar career with a win at Sebring. I know you have already answered this, but we will ask... Would you consider doing Sebring or Le Mans with Colton?

BH: “Again, no. The last race I ever did was a sportscar race here called the California Eight Hours at Laguna Seca. It was when we just started the TCR programme with Hyundai – and I intentionally entered that race specifically to be able to enter one car for Colton and I to share. We did that race together. We won the class, and we just had a great time. I think we finished seventh or eighth overall. It was a very serious GT3, GT4 machinery. So for me, that felt like a great stopping point for me driving. A nice little cherry on top.

“Twice I raced with Colton. Once in the 25 hours at Thunderhill in a prototype car. He was probably far too young to be driving a prototype. Second, the California Eight Hours. We were leading the 25 hours of Thunderhill, and the car broke definitely less than two hours left. It might even have been within an hour to go. We had a handy lead. We would have won both races we did together.

“I have those memories of doing them together, and I don’t know that I could ever top that. Frankly, I had a fear of letting him down at this point that I wouldn’t hold of my end of the bargain in the car.”

MN: I can imagine that’s a good closure as well...

BH: “Yeah. It’s hard to stop driving. It’s hard to stop doing something you fought so hard your whole life to be able to do. You try to do it for as long as you can, as long as you’re able. It’s hard to find a stopping point or elegant way to say, ‘OK, this part of my life is over.’ And I’m lucky because for me, that kind of felt like a great ending. Maybe that’s what made it so that I don’t still have that yearning to get back in and drive. It’s like, ‘No, how can I end other than winning a race with my son standing on the top step of the podium, holding up a trophy with Colton. What am I going to do now that’s going to be better than that? Why would I even try?’”

MN: Talking of Hyundai, besides IndyCar, Bryan Herta Autosport has been successful and champion in TCR this year, and also winners with Robert Wickens and Michael Johnson, both from wheelchairs. How impressed are you with that?

BH: “Robert is a very impressive human being. As I’ve been lucky



enough to be close to him watching this season, I have just more respect for Michael Johnson who’s also driving with hand controls from wheelchair. The sport is tough and hard just to travel to and go racing. Then I see what those guys have to do to be able to do the same things. How much extra work it is. Just the process of getting up in the morning, getting ready to go to the track. We take 30 minutes to hop in the shower, get dressed, grab a coffee, and off you go. That’s a two-hour long process for them. It’s just made me gain appreciation for them, and also I think of the humility and how lucky I am in my life and how fortunate I am to be part of people like Robert and Michael doing these amazing things that really inspire and drive me forward to want to do more, because any time I feel like I’ve got a rough patch going, that it’s a slap in the face like, ‘Hey, get over yourself.’ You have no right to complain about anything.

“I know if you had helped anybody

who has been through really traumatic change in life type of things. It’s tough and when people overcome and continue, I think it’s a tremendous inspiration for the rest of us.”

Question: *I know this is like choosing your favourite child but which Indy 500 win was the most satisfying for you. Dan Wheldon or Alexander Rossi?*

Russell Scobbie

Via email

MN: We would say both...

BH: “I like that, Andy. I like that. Yes, I’m going to say both. They’re both fantastic wins. On the day, it was drivers who did something pretty incredible. What I like is when I view the wins from my perspective now, they were opposites. They were kind of mirror images of one another, and what I mean by that is the way we were able to figure out how to win the race. In 2011 with Dan, we were racing predominately the Ganassi cars. Dario

and Scott [Dixon], and they were better than us at fuel mileage. It had been the whole day and so we gambled to just run flat out to the finish. Make the extra pitstop and try to win that way. It worked out. They didn’t get a yellow and they couldn’t make it. They all pitted.

“Then only one corner to go and JR Hildebrand runs wide, hits the wall and Dan goes on to win the race. Fast forward, five years with Alexander Rossi. And again, we took the sort of unpopular choice but it was the opposite one.

This time, we were the ones trying to save fuel, trying to make it to the finish, and everybody else was going flat-out trying to chase us down and we just managed it. So for me, I love the symmetry of those two races and my role is the strategist. I love that we sort of flipped the script on everybody, and did it in two opposite ways. So, that’s how I see those races. It’s like mirror images of one another.”

Question: *What’s the best car you raced during your driving career?*
Carlos Eduardo Pires Ferraira
Via email

BH: “The most amazing car I was lucky to race was the Acura ARX. It was the last version I raced, right? The Acura LMP2 sportscar and it was just amazing. It did everything really, really well. It was the most technically advanced race car I’ve ever raced, adjustable diff, it had loads and loads of downforce. Tremendous electronic control systems within the car. Tunability with the engine. It was just really a joy to drive. What really showed itself was within high-speed corners – such high commitment. I think we were pulling just over 6g in some corners, which was unheard of. It was really mega. To experience that in the race car, feeling that sensation of speed in a grip, was probably unlike anything I’ve ever felt and definitely the most fun car I’ve ever raced.”

Question: *Can you remember the biggest save you ever made in an IndyCar? And did you think Colton was going to save that one at the Indy road course early this year?*

Kevin Wood, Motorsport Images
Via email

BH: “I probably had a lot of saves over my career. What I will always remember was my first Indy 500, which also was my first Indycar race. It was 1994, driving for AJ Foyt. I’d never done a race longer than Indy Lights. I’ve never done race more than 100 miles. I remember Bobby Rahal was right behind me in the race and I went into Turn 1, and I just had two huge snaps opposite lock moment. I should’ve crashed, but somehow gathered it up. “[I] kept it going, got to Turn 2, looked

in my mirror, positive that Bobby and whoever else is close are going to come streaming by and they were nowhere in sight. I asked Bobby after the race. I said, ‘I lost so much momentum. For sure, you’re going to pass me.’ He said, ‘Oh, I was so sure you were crashing. I jumped on the brakes.’

“So, that confirms that was a big save. And then, the save the Colton had in Indy Grand Prix was amazing. We have now even a lot more telemetry information and data. We feel what’s happening on the car, more than we did back then.

“And so in real time, we could see – and it took quite a long time – that slide went on for, I don’t know, five or six seconds it seemed like. The car was fully on the opposite steering lock for quite a long time. There was nothing else he could do with the steering lock. It was all the way as far left as you could go and I remember seeing his footwork on the pedals and what he was doing. The way he was dancing on the brake and the gas, trying to bring the car back.

“It was, for me, sublime as a dad in that moment. I was not really a race strategist. I was a dad, and to see him do something like that, really use every input that the car had to get that thing back.

I think he downshifted at one point in the middle of that event, as well as alternating between the pedals trying to get the car to rotate back. It was really quite something and obviously it becomes legendary when he’s fortunate to go on and actually win the race. When you pull something like that off and that results in a win, that really highlights it. If you do that save and go on to finish 14th, no-one really cares.” ■

“I had to realise that my racing was over”

Bryan Herta

Herta’s last Indy race was at Chicago in 2006



FEATURE

Many things about the Formula Ford Festival, which this weekend is having its 51st running, never change. And that is no bad thing.

The on-track action at Brands Hatch will be frantic. The driver line-up will be a mix of eager youngsters, Formula Ford establishment racers and intriguing returnees unable to resist another crack at the contest. Its paddock atmosphere is like no other.

And another Festival perennial is – in common with many great motorsport events – it chooses you as victor rather than the other way round. The intense knockout contest in the claustrophobic Brands Indy bowl, where a single setback at any point of the two days can dash your victory chances immediately, could not be any other way.

The entry is expected to be around 80-strong come the weekend, and it contains the usual exciting blend of the mentioned groups, with additional names expected as MN went to press.

Chief among the former winners is that, in sensational last-minute news, Roberto Moreno will once again be racing in the Festival this weekend.

The Formula 1 star and 1980 Festival winner was star billing on last year’s landmark 50th running, although his event turned out to be a frustrating one on track in historic machinery. This year he’s back and in a modern car, likely with Graham Brunton Racing.

Jamie Sharp returns to defend his crown in a BM Racing Medina. He’s completed a full season of National Formula Ford this year wherein his form was a touch patchy, but he found another level at last year’s Festival to win the star-studded contest in fine style. He could do the same again.

BM Racing indeed has the last two Festival winners in its driver strength as 2020 winner Rory Smith will be across the awning from Sharp. Smith more commonly has been spotted in a Formula Atlantic Ralt RT4 in the past couple of years but has recently returned to the FF1600 cockpit and looked like he’s never been away. He was in the win mix last year too until a semi-final spin in the wet.

While in another echo of last year’s landmark 50th Festival, 1991 winner Marc Goossens is back to compete this time in a Van Diemen RF80 and will be worth watching in the historic contest.

Perhaps though the overall pre-event favourite is Irishman Jordan Dempsey. He’s just taken a decisive National FF1600 title with Kevin Mills Racing, he will be as ever focused and quick, and has shown Festival-winning pace before. He also bagged two wins and three fastest laps in National FF1600’s recent Brands Indy visit. Neither he nor Kevin Mills have had been overloaded with Festival luck in previous attempts, but then again you could say that luck is overdue to turn.

Further delving into this year’s National contest we find teenage American Colin Queen with Ammonite Motorsport. He ended the National season

ALL THE FUN OF THE FESTIVAL

Roberto Moreno is back to lead the names competing in this weekend’s latest inimitable Formula Ford Festival at Brands Hatch; **Graham Keilloh** looks at the runners and riders

| TIMETABLE | | |
|--------------------|---------|---------|
| Saturday | | |
| SESSION | START | LENGTH |
| Heat 1 qualifying | 0900hrs | 12 mins |
| Heat 2 qualifying | 0947hrs | 12 mins |
| Heat 3 qualifying | 1034hrs | 12 mins |
| Heat 4 qualifying | 1116hrs | 12 mins |
| Heat 1 race | 1335hrs | 12 laps |
| Heat 2 race | 1440hrs | 12 laps |
| Heat 3 race | 1540hrs | 12 laps |
| Heat 4 race | 1640hrs | 12 laps |
| Sunday | | |
| SESSION | START | LENGTH |
| Progression race 1 | 1025hrs | 12 laps |
| Progression race 2 | 1200hrs | 12 laps |
| Semi final 1 | 1330hrs | 14 laps |
| Semi final 2 | 1403hrs | 14 laps |
| Historic final | 1506hrs | 15 laps |
| Last chance race | 1611hrs | 8 laps |
| Grand final | 1706hrs | 20 laps |



Moreno is back for more



Last year’s winner Jamie Sharp is back to defend his crown with BM

in fine form on the way to runner-up in the standings. Lucas Romanek meanwhile, fresh from finishing third in this year’s National standings, leads Oldfield Motorsport’s attack.

Chris Middlehurst is also a likely victory contender with Team Dolan. The 2021 National champion has had a quiet 2022, but is back for the Festival and should be fighting right at the sharp end as he did in

both the Festival and the Walter Hayes Trophy last year. He came within around a second of winning both.

Then there’s the talented and friendly Michael Eastwell, a FF1600 frontrunner who’s just returned with Kevin Mills after near enough three years away from racing. He’s a dark horse.

There are also tantalising prospects for those who have since moved on from



Rick Morris, who raced in the first Festival, is on the entry once again

FF1600 but have been tempted back for this showpiece, and they’re led by Max Esterson who has just completed an impressive race-winning GB3 debut season. Last year with Team USA Scholarship he came a close second in the Festival final, having started 13th, then won the Walter Hayes Trophy imperiously. The only question is how well he’ll adapt after a season of slicks and wings, but you suspect it’ll be very well.

British GT4 title-battler Matt Cowley is back too with Team Dolan, and he’s a consistent frontrunner in these end-of-year events: he finished on the Festival podium in 2019 and ’20. GB4 race-winner Megan Gilkes also returns with BM.

The Team USA Scholarship runners are usually well within the front pack – two of them finished on the final podium last year – and this year they’re three-strong with Elliott Budzinski, William Ferguson and Thomas Schrage. Schrage

stunned in his recent Castle Combe bow, taking a pole and double podium.

As usual too there are also a couple of Team Canada Scholarship cars, while for the first time there are similar entries for Brazil and New Zealand, the latter running New Zealand champion James Penrose with the famous returning Border Reivers name.

And, in another perennial, Rick Morris will be there too. He took part in the first Festival in 1972 and will be racing as ever in his Royale RP29. He told MN last year that he’ll continue for as long as he’s competitive and you can expect him to be just that among the historic runners.

Other historic contenders worth noting in the fight for the Brian Jones Memorial Trophy include the ever-rapid Alan Davidson in his Mondiale M89S as well as multiple Classic and Historic champion Cam Jackson who’ll be in a 1990 Van Diemen.

‘The Ford Festival chooses the winner’

Motorsport News



Newly crowned National champion Jordan Dempsey looks strong

MN POLL WITH MOTUL



TANDY IS THE FAVOURITE FORMULA FORD FESTIVAL WINNER OF ALL

You have cast your votes and now we have the ultimate Formula Ford icon. By **Matt James**

RESULTS

This weekend is the Formula Ford Festival, one of the blue-riband events in the national racing calendar and picking a winner is virtually impossible. That is part of the appeal of the event.

There have been some career-defining wins at the event, including the likes of Jenson Button and Eddie Irvine and many others who went on to the very top echelons of motor racing.

We cast our net and asked you to vote for your favourites, and the results are interesting. There is a wide spread among the eras, and a large selection of drivers and ways of winning the top title, including those who have dominated and those who have been forced into fightbacks.

MN editor Matt James said: “It is very easy to get misty-eyed over the Festival and its winner, but it is notable that some in our list are not the traditional grandees. It proves what we already knew: the memorable Festivals are all about the on-track action, and that still remains the case today.”



1 Nick Tandy
Vote: 52.2%
Talk about controversy: this was a bout of the heavyweights, Callum Macleod (Jamun Rcing Services Mygale) and Nick Tandy (JTR Ray GR07) and there was no love lost between the pair. Contact in the final on lap two showed that tempers were being frayed. A further clash (under the safety car...) led to on-the-road winner Macleod eventually being penalised and Tandy handed the victory. Macleod took second place, while Linton Stutely was third. It was certainly memorable.



2 Joey Foster
Vote: 12.2%
It had been a year of slim pickings for Joey Foster in his Continental Racing-run Van Diemen in terms of race wins, but the Cornish flier used his nous and consistency to finish second in the standings. There was only one more thing to tick off, and he took the fight to the works cars at Brands Hatch and pulled off a fairy tale win with an inch-perfect defence from the jostling pack behind. The chasers were headed by Marko Asmer and Tom Kimber-Smith.

3 Tommy Byrne
Vote: 7.8%
While Tommy Byrne was already in slick-and-wings at the time, Van Diemen boss Ralph Firman had been let down by lead driver Ayrton Senna, who had 'retired' back to Brazil. Ralph phoned his former works driver Byrne and invited him back into the fold to go and win the Festival ahead of veteran Rick Morris and James Weaver. The Irishman delivered an emphatic win and it was another staging post on his burgeoning career (at that point).



4 Johnny Herbert
Vote: 7.8%
Johnny Herbert had been knocking hard on the door in Formula Ford in 1985 in the unfancied Quest chassis, although he had not won a

British championship round through the year. It looked unlikely that he would win the Festival too when he crashed in practice and had to start from the back of his heat with a 10s penalty. No bother,

the Essex ace powered through to win ahead of the polesitter Jonathan Bancroft and up-and-coming racer Damon Hill. Future F1 driver Mark Blundell was fourth.



5 Vincenzo Sospiri
Vote: 4.4%
After fluffing his start in the final, charismatic Italian Vincenzo Sospiri, in his John Village

Automotive-run Van Diemen, eventually selected first gear but he had already been swamped. His comeback drive was the stuff of legend and he diced mightily

with his rivals to return to top spot by powering ahead of Jose Cordova and the factory Van Diemen of Derek Higgins. It was one of the best finals ever.

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FEATURE

THE 2022 REVIVAL OF RALLYING ON A CIRCUIT

*The Circuit Rally Championship has been cancelled and then reborn in short order, as **Paul Lawrence** explains. He looks ahead to the revamped competition*

Photos: Paul and Ben Lawrence

There will be a fresh new look to special stage rallies at race circuits this winter after a complete rebirth of what will still be called the Circuit Rally Championship.

Rallying at race circuits is nothing new. Way back in the 1960s Silverstone hosted special stages on the RAC Rally, even though the bulk of the competitive mileage had only recently moved into the forests. Ever since then, venues such as Aintree, Oulton Park and Pembrey have hosted special stage rallies.

Nearly a decade ago, recognising the upswing in demand for such events, the Circuit Rally Championship was created by the team behind the Neil Howard Stages at Oulton Park. Darren Spann from the event-organising Bolton le Moors Car Club came to the fore to head up the championship, which quickly grew in stature with more promotion, more visibility, more rounds, and stronger and stronger entries. As well as Oulton Park, rounds have been run at Donington Park, Cadwell Park, Snetterton, Brands Hatch and Anglesey as MotorSport Vision got behind the events with strong promotion. Most of the rallies have drawn bigger crowds than the average club race meeting.

With the backing of Motorsport News, the Circuit Rally Championship survived through the Covid era and ran again through the winter of 2021-22. However, as the latest season ended, Spann announced that he was stepping back and that the championship would be rested due to the ever-increasing workload involved in running the series.

That sudden termination came as a major blow to the organising clubs that had traditionally hosted rounds of the championship, which ran from November to April each year to take advantage of the quieter time of the season at the circuits.

It didn't take long for an amalgam of those clubs to get together and decide that they



Roskell was the MN champ



Driver Mick Johnson will sponsor the series



Tacking the Hall Bends at Cadwell Park the wrong way...

wanted a circuit-based championship to carry on. From the ashes emerged the new, but different, Circuit Rally Championship, spearheaded by key organisers from the constituent events working as a co-operative. With Dukeries Motor Club holding the championship permit, the new CRC was launched modestly to fill an obvious gap and competitors have moved quickly to sign up. Regular competitor Mick Johnson stepped in to pick up title sponsorship through his MGJ Engineering business.

Championship press officer Andrew Bisping said: "You've got all these clubs together, who organised rounds of the championship before. All of a sudden, they are all trying to help make something happen at quite short notice so that there would still be a Circuit Rally Championship. I think it gives competitors a calendar on a plate if they want some form of continuity across their competing. It gives them something which wasn't going to be there but has now been reinstated." Scoring the best five

scores from eight events will help reduce travel commitments for most competitors.

Though some decry circuit-based events as not proper rallying, these events have an absolute place in the sport at a time when other traditional venues are gradually disappearing. The loss of venues is particularly apparent in the south of the country, where venues for special stage rallies have almost dried up.

For some competitors, the circuit championship is an ideal entry level series. Generally, there is space to learn and multiple runs at similar stage layouts allow people to develop their skills while the compact nature with central servicing and easy spectating makes them attractive for families, sponsors and supporters. For some, this will be the peak of their rallying ambition, and for others it will be a stepping stone to bigger and better things. The Circuit Rally Championship sits very comfortably beneath the Asphalt Rally Championship, where crews compete on proper closed-road events. The CRC can happily exist as a feeder to the ARC and



Close rallying action at Snetterton circuit

some competitors may choose to do rounds of both.

A good example of someone cutting their teeth in the circuit championship is current champion Neil Roskell who came into the championship with pretty modest rallying experience and grew with the series to win the 21-22 season before springboarding on to more demanding events. Roskell has since won overall on the Isle of Man and finished runner up in the Asphalt Rally Championship, to show what a good training ground the circuit events can be.

The format for the events in the CRC is fairly simple. The race track forms the core of the special stages with access roads and paddock areas used where possible to add variety and introduce narrower and tighter sections. At Brands Hatch, for instance, the whole of the traditional pit and outer paddock areas are set up as part of the special stage along with the low-grip rally school section. The same applies at Oulton Park, where a notorious water splash is included adjacent to

CALENDAR

The 2022-23 Circuit Rally Championship

| DATE | VENUE |
|------------------------|---|
| Saturday, November 5 | Neil Howard Stages, Oulton Park |
| Sunday, November 20 | Cadwell Park Stages |
| Saturday, January 21 | Brands Hatch Stages |
| Saturday, February 11 | Snetterton Stage Rally |
| Sunday, March 5 | Lee Holland Stages, Anglesey |
| Sunday, March 12 or 19 | Donington Park Rally* |
| Sunday, April 2 | Alan Healy Memorial Rally, Cadwell Park |
| Sunday, April 16 | SMC Stages, Anglesey |

* to be confirmed



Fans can flock to the single-venue events around the UK

Knickerbrook, and the slippery rally school stage is added to the challenge.

The result has been very popular events, usually with over-subscribed entries ranging from state-of-the-art Rally2 and R5 cars down to humble, small-engined near-standard front-wheel-drive starter cars. Add in a range of potent modified Escorts and more and there really is something for all tastes and budgets.

Notable immediate changes over what went before include significantly reduced championship registration

fees and the removal of any control tyre or fuel supplies, which had previously caused heated debate.

Bisping said: "The crews have the freedom to choose their tyres and fuel and where to buy from, as long as the fuel and tyres comply with Motorsport UK regulations."

It is a new beginning for a very popular element of special stage rallying and the group of organising clubs are to be congratulated for quickly working together to rescue the Circuit Rally Championship. Bisping said: "The clubs certainly hope it is something that will run for more than a single season." ■

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RALLY REPORTS

Photos: Ben Lawrence

WYEDEAN FOREST RALLY: FOREST OF DEAN MOTOR CLUB BY SIMON GRONOW
OCTOBER 15

HIRST KEEPS IT CALM FOR WELSH GLORY



Hirst was in control for Welsh title glory



Rob Wilson had a cautious approach to the final stage in his Mitsubishi Lancer E7

After seven stages through the treacherously slippery Forest of Dean, Mathew Hirst/Declan Dear had mastered the conditions best of all to take victory. They ended the day with a comfortable 47-second winning margin.

Driving their Ford Fiesta R5, the win was enough to confirm them as winners of the Welsh Rally Championship for the second time, coincidentally having won the series in 2019 after winning the Wyedean.

Just a short drive from the start, crews faced a five-mile test at Crabtree Hill, where Hirst was comfortably quickest. He recorded a time 13s quicker than locals Bob Morgan/Ade Williams in their Skoda Fabia R5.

Hirst followed this up with another fastest time on the longer Staple Edge stage that started near Speech House,

before returning to service with a 22s buffer after setting second-quickest time through Blaze Bailey.

“Considering how slippery it is in there, I’m happy with that, it’s like driving on ice. I could push a bit more, but today’s not the day for that,” admitted the leader, who had one eye on another Welsh crown.

Having a good end to the morning were Rob Wilson/Martin Hagggett. The pair set the fastest time on SS3, which made up for a few overshoots on the first stage and they were happy to be in second in their Mitsubishi Lancer E7. Morgan was holding third despite his Skoda hitting something on stage three, while John Caine/Andrew Sankey were content with fourth place after a drama-free start in their Subaru Impreza.

Not so happy were Nik Elsmore/Rob Fagg, who were struggling to keep their

Mitsubishi Lancer E9 in a straight line due to rear differential issues. Bob Ceen was reported to have gone off in Speech House in his Ford Fiesta R5 and James Giddings would soon retire his Mitsubishi with turbo problems.

The second loop was a repeat of the first, and a change of tyres worked well for Hirst who was fastest on each stage.

“There’s a lot better grip now, I’ve been nice and neat, but still hit a barrel on a junction,” he confessed. Wilson went off briefly on stage five but was still comfortable in second place, while Morgan’s Skoda Fabia got tangled up in a stage-six chicane and that dropped him to fifth behind Caine and Elsmore, who were tied for third.

All that remained was one long last stage. Hirst and Dear were fastest again and extended their winning margin to 47s. “That’s great, I really enjoyed that” was

Hirst’s verdict at the finish, as the pair secured their domestic title.

Another happy driver was Rob Wilson, who had “a nice and cautious last stage,” as he took a career-best second overall. Things were now going better for Elsmore, who had a good run to make third place his, while Caine felt he was “just not quick enough” on the final test and had to be content with fourth. A last-stage puncture prevented Morgan from challenging for a podium position.

Making light of the slippery conditions, Michael McDaid/Declan Casey survived a couple of overshoots before finishing an excellent sixth overall in their class-winning Ford Escort RS1800. Fellow Historic contenders Ben and Steve Smith were lucky that the clutch failed on their Ford Escort Mk1 as they entered service and, following repairs, they won their class.

They finished 11th overall, two

places ahead of Jeremy Easson/Mike Reynolds.

Splitting the two at the finish were Boyd Kershaw/Keegan Rees, who won their class in their Ford Escort, which enabled them to win the two-wheel-drive section of the Welsh Rally Championship.

Among the 1400cc runners, Nigel and Karen Jenkins continued their run of recent good form. They took another class win following a problem-free run in their Vauxhall Nova, as Ashley Francis-Adams (on only his third forestry event) overtook Stuart Spyer for second, as Adrian Walk dropped to fourth after hitting some logs in his Ford Ka.

Ian Moss/Alison Eamer were happy that their class-winning Hillman Imp survived the conditions, while Martin Walters/Marie Fletcher overcame gear selection issues to win their class in their Honda

Civic, which was eased after early leader Andy Burnell retired his Skoda after broke a wishbone.

Results

Organisers: Forest of Dean Motor Club Ltd
When: October 15 **Where:** Coleford, Gloucestershire
Championships: Motorsport UK Welsh Stage Rally Championship; Motorsport UK English Stage Rally Championship; WAMC Welsh historic Championship; HRCR Stage Masters Challenge; ASWMC Stage Rally Championship
Stages: 7 **Starters:** 90
 1 Mathew Hirst/Declan Dear (Ford Fiesta R5) 42m 04s; 2 Rob Wilson/Martin Hagggett (Mitsubishi Lancer E7) +47s; 3 Nik Elsmore/Rob Fagg (Mitsubishi Lancer E9); 4 John Caine/Andrew Sankey (Subaru Impreza); 5 Bob Morgan/Ade Williams (Skoda Fabia R5); 6 Michael McDaid/Declan Casey (Ford Escort Mk2); 7 Daniel Moss/Sam Allen (Mitsubishi E10); 8 Paul Walker/Geraint Thomas (Subaru Impreza); 9 Martyn Andrews/Stephen Greenhill (Subaru Impreza); 10 Tim Freeman/Cliff Simmons (Ford Escort RS1800).
Class winners: W1 Ian Moss/Alison Eamer (Hillman Imp); W2 David Troughton/Jonathan Griffiths (Hyundai i20); W3 Nigel Jenkins/Karen Jenkins (Vauxhall Nova); W5 Brynli Thomas/Sion Rowlands (Peugeot 306); W6 David Hopkins/Chris Vanes (Talbot Sunbeam Ti); W7 Ben Smith/Steven Smith (Ford Escort Mk1); W8 McDaid/Casey; W10 Martin Walters/Marie Fletcher (Honda Civic); W11 Boyd Kershaw/Keegan Rees (Ford Escort Mk2); W12 Dan Chester/Paul Barbet (BMW E30); W13 Caine/Sankey; W14 Morgan/Williams.

HARLECH STAGES (LLANBEDR): HARLECH AND DISTRICT MOTOR CLUB BY IAN MILLS
OCTOBER 16

DARRIANS DOMINATE AT THE FRONT ON LLANBEDR ENCOUNTER

The top placings in the 2022 Harlech Stages were a reversal of the 2021 results, with Gareth Edwards and Tim Nunn, who’d finished second last year, coming out on top, with previous winners Gethin ‘Dot’ Davies/Ben Ruff having to settle for the runner-up spot.

The event started badly for Edwards/Nunn as a wrong tyre choice on the opening stage

meant that they were too cautious and were only third fastest on the test. Quickest time went to Davies/Ruff, who had Wayne ‘Tar’ Jones/Rhys Jones close behind.

It was the latter crew who took fastest time and the lead on stage two, as Edwards/Nunn improved and moved to second, dropping Davies/Ruff to third.

At this point it appeared that the fight for the win would be

between the two Darrian GTR crews, with Edwards/Nunn snatching the lead from Jones/Jones on SS3. However, on SS4 Jones/Jones were out, their Darrian’s newly rebuilt engine failed.

From that point on the eventual winners eased away from the field and came home a minute and a half clear.

Davies/Ruff maintained their pace but were fortunate to reach

the end as their steering broke on the penultimate stage; they used a ratchet strap to hold the parts together but heard this snap shortly before the finish. With relief, they crawled to the final control to secure second place. The top three was completed by the Ford Fiesta Rally2 of Darrell Taylor/Dylan Thomas.

After SS2 the top five positions were all held by Darrians, but Jason Wilson/Lee

Wilson retired with a failed gearbox after SS3, and Dai ‘Dot’ Davies/Gerwyn James had to withdraw with the driver unwell after SS4.

Both William Mains/Jonathan Davies, in the 1400 Class, and John Lewis/Merfyn Williams (Darrian T9), in the 1600s, took dominant category wins, leading throughout the day and beating their rivals by minutes.

Results

Organiser: Harlech & District Motor Club **When:** October 16 **Where:** Llanbedr Airfield Championships: WAMC & ANWCC **Stages:** 6 **Starters:** 62.
 1 Gareth Edwards/Tim Nunn (Darrian T90 GTR+) 58m50s; 2 Gethin ‘Dot’ Davies/Ben Ruff (Darrian T90) +1m28s; 3 Darrell Taylor/Dylan Thomas (Ford Fiesta Rally2); 4 Dave Roberts/Nigel Perkins (Ford Escort); 5 Oliver Davies/Caron Tomlinson (Ford Escort); 6 Berwyn Evans/Mari Haf Evans (Ford Escort); 7 Greg Williams/Lauren Hewitt (Subaru Impreza); 8 Adam Williams/Rachael Atherton (Subaru Impreza); 9 Gareth Hughes/Ian Devine (Ford Escort); 10 John Lewis/Merfyn Williams (Darrian T9). **Class winners:** Will Turnbull/Owain Thomas (Nissan Micra); William Mains/Jonathan Davies (Vauxhall Nova); Lewis/Williams; Davies/Ruff; Roberts/Perkins; Taylor/Thomas; Sam Mason/James Seymour (Suzuki Alto).

RACING REPORTS

Photos: Mick Walker, Paul Lawrence

SILVERSTONE NATIONAL: HSCC BY PAUL LAWRENCE OCTOBER 15-16



Harrison (167) scooped two Junior race wins



Benn Simms (ahead) and Graham Fennymore split Formula Ford 2000 wins

HARRISON STRINGS A QUARTET TOGETHER

The Historic Sports Car Club racing season ended with a weekend of action as titles were won and lost on the Silverstone national circuit.

It was another mighty weekend for teenager Samuel Harrison, who had already won the Historic FF title. That didn’t stop him bagging two more wins to wrap up the season, and he then doubled up in the Speedsport Brabham BT6 in Formula Junior.

In the opening FF race Harrison got the rub of the luck when restarting after a safety car while his rivals were caught behind a backmarker. On Sunday, Sam Mitchell led the chase and had his hands full of Matt Wrigley,

Rob Smith and Ross Drybrough in a great battle that was ultimately shuffled around by post-race penalties.

Harrison’s pair of Formula Junior wins came over the similar Brabham of Alex Ames, who was never far away. The front-engined Juniors had two great races as Ray Mallock and Peter de la Roche took a win each and Mallock stole the front-engined title at the last gasp.

De la Roche came away with the Guards Trophy title, even though a spin on oil and a knock from another car ended his race in the Lotus 23B. Up front it was possibly the best-ever result for the Lenham marque, taking four of the top six places headed by Simon Jackson.

Benn Simms and Graham Fennymore shared the wins in Historic FF2000 to cap their season-long battle while in the Aurora Trophy Neil Glover came through to win on Sunday, despite starting from the back and dealing with two safety cars in his Chevron B37. When the Chevron had a wheel work loose on Saturday, it was Marc Mercer (Ralt RT1) who moved ahead to win.

The Historic Road Sports race was a cracker as Kevin Kivlochan’s AC Cobra fended off a squadron of Morgans and in the closing stages Will Plant and Oliver Pratt moved right in. Julian Barter was the class of the 70s Road Sport pack in his TVR 3000M.

Neil Wood claimed a Touring Car double but that was not enough to come between Harry Barton and the title in his BMW 1800. A slender Classic F3 field still delivered two excellent races and it was Richard Trott who won the opener when it was restarted over just seven laps after title contender Steven Barlow put his Ralt RT3 into the Luffield gravel. Trott had earlier stopped, fearing a water leak, but in fact he had picked up water from the failing head gasket of the Ralt RT3 of Craig Dolby. In the final race, Trott led until he started to feel unwell and Paul Dibden dived ahead but had Barlow all over him as they narrowly resolved the title in Barlow’s favour.

| RACE WINNERS | | |
|--|--|---|
| Classic Formula Ford Race 1: Richard Tarling (Royale RP26); Race 2: Jordan Harrison (Lola T540E) | Simms (Reynard SF77) | Classic Formula 3 Race 1: Richard Trott (Chevron B43); Race 2: Paul Dibden (Argo JM6) |
| Historic Formula Ford Race 1 & 2: Samuel Harrison (Merlyn Mk20) | Aurora/Geoff Lees Trophy Race 1: Marc Mercer (Ralt RT1); Race 2: Neil Glover (Chevron B37) | Classic Clubmans Mark Charteris (Mallock Mk20/21) |
| 70s Road Sports/80s Sports and GT Julian Barter (TVR 3000M) | Historic Road Sports Kevin Kivlochan (AC Cobra) | Formula Junior front-engined/ class C2 Race 1: Peter de la Roche (Lola Mk2); Race 2: Ray Mallock (U2 Mk2) |
| Formula Ford 2000 Race 1: Graham Fennymore (Reynard SFF81); Race 2: Benn | Historic Touring Cars/Ecurie Classic Race 1 & 2: Neil Wood (Ford Anglia) | Formula Junior rear-engined Race 1 & 2: Samuel Harrison (Brabham BT6) |
| | Guards Trophy Simon Jackson (Lenham P70) | |

SILVERSTONE INTERNATIONAL: BRSCC BY STEVE HINDLE OCTOBER 15-16

Photos: Mick Walker

CATERHAMMS STEAL THE SHOW AT SILVERSTONE

A bounty of silverware was on offer last weekend as some of club racing’s most fiercely contested championships enjoyed a fantastic weekend of racing at Silverstone.

For once, the lesser-powered Caterhams took centre stage and, despite the fact that this was still only their first or second season of racing, between them, the Roadsports and Academy cars produced six thrilling encounters, defined by an abundance of slipstreaming, late-braking and four-abreast corner taking.

Charlie Lower was the Roadsports man on a mission, needing to not only outscore championship leader Geoff Newman but requiring his rival to have a bad day in the process. Lower won twice, Newman once; both were Academy champions last year and it was fitting that they should now be fighting each other for supremacy. Lower gave his all but Newman remained (mostly) in

control to earn the spoils. While one of this year’s Academy titles had already been settled, the other could still be won or lost. Tom McEwing led the White group standings on paper but had to work hard to get past rival Ben Timmons; the margin at the line being less than a tenth.

Both Mini grids had championships at stake. Andrew Jordan remained this year’s most winning Miglia driver, but earlier absences due to work commitments meant that he was out of contention for the main prize. Starting on pole for race one, the former British touring car ace soon found himself under attack from Kane Astin and title contenders Aaron Smith and Rupert Deeth. What ensued was a magnificent display of slipstreaming and positioning, each of the frontrunners knowing that any loss of momentum might have them sent to the back. This was Jordan at his best; racing close, hard and fair while managing

his tyres, and making sure to get himself perfectly placed for that last-lap assault on the lead, which he claimed.

Race two was all about the title. Smith needed a miracle; Deeth wasn’t going to oblige. Even the long drag along the Hanger Straight appeared frantic, but this time Astin had the pace to make it count, punching the air excitedly as he passed the flag with Deeth close behind.

The other Jordan (Mike) was both the pacesetter and a contender in the Mini Se7ens. However, a broken driveshaft in race one, followed by a failed rocker arm in race two gave Connor O’Brien the green light to win twice and take the title.

Mikey Doble was also in double-winning form, juggling his time between here and Donington and doing all that was needed to secure the BMW Compact Cup title at Silverstone. Not to be outdone, Elliot Lettis hit a hat-trick of wins in CityCar Cup.



Andrew Jordan won a Mini Miglia thriller after a huge scrap



Charlie Lower was a double winner in Caterham Roadsports

| RACE WINNERS | |
|--|--|
| Caterham Roadsport Races 1 & 3: Charlie Lower; Race 2: Geoff Newman | |
| Caterham Academy (White Group) Tom McEwing | |
| Caterham Academy (Green Group) Duncan Mallett | |
| Caterham Autumn Trophy Simon Sabin (Caterham Academy) | |
| Mini Miglia Race 1: Andrew Jordan; Race 2: Kane Astin | |
| Mini Se7en Races 1 & 2: Connor O’Brien | |
| BRSCC Clubsport Trophy Simon Tomlinson (Seat Cupra) | |
| BMW Compact Cup Races 1 & 2: Lee Dendy-Sadler; Race 3: Guy Davis | |
| BRSCC CityCar Cup Races 1, 2 & 3: Elliot Lettis (Peugeot 107) | |
| Track Attack Race Club Race 1: Ken Lark (VW Corrado); Race 2: Tony Hunter (Renault Clio) | |

RACING REPORTS

Photos: Rachel Bourne

OULTON PARK: BARC BY PETER SCHERER

OCTOBER 15



Woolfitt won the Sports Saloons crown



Winrow (l) and Clark shared the Caterham honours

WOOLFITT TIES UP SPORTS SALOONS

The CNC Heads Sports Saloons title was settled in Jon Woolfitt’s favour after the final double-header at Oulton Park last weekend.

In race one, Woolfitt’s Spire was in charge from Old Hall on the opening lap while Andrew Southcott’s MG Midget Lenham took Ric Wood’s Holden Commodore for second place into Lodge on the last lap that counted. The race was red flagged when fourth-placed Piers Grange crashed heavily on the approach to Cascades following contact with Julian Wood’s Kia Optima.

Roddie Paterson’s Caterham that had led off the line in that

initial encounter eventually slipped to fourth behind Wood and Southcott.

In race two, Paterson was never headed. Garry Wardle’s Seat Cupra TCR was left solo in second after Oliver Thomas spun his Subaru Impreza at the Shell hairpin on the second lap. Third place was enough for Woolfitt to claim the title.

Ben Winrow and Stephen Clark took their duel in the first Caterham Graduates Sigma 150 race right to the flag after early leader Harry Cramer’s car had slowed and retired a couple of laps earlier. Winrow prevailed.

Jamie Ellwood’s challenge

ebbed in the closing laps too. Despite leading at half distance, he eventually dropped to fourth behind Toby Clowes.

Clark was in the lead duel again in race two, which ended when Cramer’s last-lap challenge failed and left his rival over seven seconds clear, while he dropped to third behind Ellwood.

Harry Senior won both Sigma/ Sigma 135 races, the first despite losing his first-lap lead after a brief excursion.

Andy Molsom and Kevin Barrett were set for the other podium places when they tripped up on the last lap, promoting Alan Arnell and

class winner Jamie Winrow.

In race two, Senior was in charge again from the start and won by over 37 seconds from an equally comfortable second-placed Max Haynes. With Arnell slipping back to sixth, Molson completed the podium, with Winrow making it a class double from fourth overall.

Rupert West led the first Kumho BMW race off the start before Bryan Bransom went by into Old Hall and Russell Dack soon followed. Dack had the lead from lap seven and consolidated his position. James Card was third from the opening lap too with West finally taking fourth.

West won race two from Card

after they swapped on lap three. Dack completed the top three.

Sam Moss had set the early pace in the first Super Series Superkart race, but from lap four Andy Gulliford was in charge. Matt Robinson finally clinched second on the last lap, as both he and Lee Harpham ousted Carl Hulme.

Robinson led the second race from the opening lap and was a fairly comfortable winner. Harpham was a solitary second and Gulliford snatched third from Hulme on the last lap.

Paul Platt won the final race after a race-long duel with Lee Plain, with Tom Hatfield completing the podium.

RACE WINNERS

CNC Heads Sports Saloons
Race 1: Jon Woolfitt (Spire GTR);
Race 2: Roddie Paterson (Caterham C400)

Caterham Graduates – Sigma 150
Race 1: Ben Winrow; **Race 2:** Stephen Clark

Sigma/ Sigma 135
Races 1 & 2: Harry Senior

Kumho BMW
Race 1: Russell Dack (E46 M3);
Race 2: Jason West (E46 M3)

Super Series Superkarts
Race 1: Andy Gulliford (Anderson/VM); **Race 2:** Matt Robinson (Anderson/Redspeed VM); **Race 3:** Paul Platt (PVP Gas Gas)

Photos: Richard Styles

SNETTERTON: BRSCC BY MARK PAULSON

OCTOBER 15-16



Short won the MX-5 races as Fenwick took the title



Alex Sidwell rumbled to a pair of Super Saloons/Tin Top victories in Norfolk

TEENAGER FENWICK HOLDS SWAY IN MX-5s

Fraser Fenwick secured the Mazda MX-5 Championship with three top-five finishes, resisting the temptation to get embroiled in scraps.

With 10 wins already to his name, a 34-point championship lead meant teenager Fenwick could largely keep a watching brief as title rival Steve Foden took three maximum-score second places behind dominant guest Ben Short. Foden twice battled back after dropping positions early on, while Sebastian Fisher – who took two podium finishes – and Callum Greatrex played their parts in three entertaining races.

Alex Sidwell’s mighty ex-Garry

Rogers Motorsport Holden Commodore powered to two Super Saloons wins. Third fastest in qualifying, Sidwell benefited from opening-race woes for the Subaru Impreza of Mark De’ Ath (non-start due to wheel bearing failure) and Rod Birley’s Ford Escort WRC, which dropped a wheel off track exiting the Wilson hairpin, damaging the wheel, brake and suspension in the process. Adrian Bradley’s BMW E46 M3 harried Sidwell through the corners, only to lose out on the straights. In the sequel, De’ Ath scythed through to second, passing Bradley and his brother Ronan (E36) in one move as

the trio ran three-wide towards Riches on the final tour.

Despite multiple safety cars negating their advantage, James and Jack Little took their Emax Motorsport entry to Saturday’s C1 Endurance victory. After finishing second to the pair for the third consecutive race, JW Bird’s Phil House and Nick Beaumont tried pitting earlier in Sunday’s rematch. They benefited from a subsequent safety car, but James Little successfully chased down Beaumont in the final stint. Team Trojan’s Adam Willis, Charlie Bingham and Austin Munday were twice third, while British Touring Car racer Jade Edwards

teamed up with Sylvain Rubio for fourth on Sunday.

Will Blackwell-Chambers overcame gearbox issues to win the Mazda MX-5 Supercup title. The two-time MX-5 Championship winner inherited the opener after Ali Bray was excluded for an engine infringement.

Struggling for grip on new tyres, title contender Colin Bysouth was only fifth but, with old rubber back on, rebounded to win the sequel from Blackwell-Chambers as Bray charged from last to 10th. Nudged onto the grass at the first corner, Bysouth fought back to fifth in the reversed-grid finale but Blackwell-Chambers’s fourth –

behind category first-time winner Nic Grindrod, Michael Knibbs and Jack Brewer – was enough for the title.

An opening-race track-limits penalty cost Chris Dawkins an MX-5 Clubmans double. Jon Pethick inherited the opener after passing Declan McDonnell and was then third behind Jack Warry in race two. A nervy McDonnell clinched the title with fifth.

A non-championship 40-minute pitstop race for MX-5s was won by Brian Chandler’s Mk4 ahead of Ben Taylor’s similar car. Multiple champion Luke Herbert relayed Tom Seldon’s Mk3 to third after Aidan Hills blew an engine.

RACE WINNERS

Mazda MX-5 Championship
Races 1, 2 & 3: Ben Short

CMMC Super Saloons/Tin Tops
Races 1 & 2: Alex Sidwell (Holden Commodore VF)

C1 Endurance Series
Races 1 & 2: Emax Motorsport (James Little/Jake Little)

Mazda MX-5 Supercup
Race 1: Will Blackwell-Chambers; **Race 2:** Colin Bysouth; **Race 3:** Nic Grindrod

Mazda MX-5 Clubman Championship
Race 1: Jon Pethick; **Race 2:** Chris Dawkins

Mazda Endurance
Brian Chandler (Mazda MX-5 Mk4)

COLUMNIST

CADU BONINI



The Roberto Moreno-mentored 16-year-old is looking forward to his car racing debut in this weekend's Festival

Photos: Rachel Bourne



Moreno gives Bonini advice



Bonini is looking for Festival and FF1600 learning

I first got interested in racing when I was seven years old: I drove in indoor karting and I loved it. I then went into professional go karting and won many titles in Brazil. I'm two-time Brazilian champion, in 2019 and 2020, and winner of the Open Brazilian championship in 2019. I was also the vice champion of Brazilian Rotax and Paulista Light in 2021 and of Open Brazilian in 2020.

This weekend I will be making my car racing debut in the Formula Ford Festival at Brands Hatch with Kevin Mills Racing. We decided three months ago to make the move and it was thanks to Formula 1 star and Festival winner Roberto Moreno.

It all started when instructor Eduardo Placucci asked us to do a test for Bridgestone in the USA. And then Eduardo asked if I can meet with Roberto Moreno, and we told him yes of course. We met Roberto in a Japanese restaurant in Brazil and when we saw him we were rather starstruck, saying 'oh it's Roberto Moreno, you're the F1 racing driver'.

And he said 'yes it's me. I'm here inviting you to be part of this world. Actually we want to try something with you, would you want to come with me and go to the Formula Ford Festival this year?' And we said 'of course, but can we?' Then Roberto tells us 'yes of course, you are a lucky guy, you are very very good, I was looking at your races and really you are different, so we want to try something with you'. So we decided to go to the Festival, changing from go karts to real cars.

I have now done two tests in the Kevin Mills Spectrum Formula Ford car, both times at Snetterton. The car was very different at first to what I was used to, but I adapted quickly. In my first test I ran in the dry and in the rain, but there were too many red flags and I wanted to extract all the things from the car to learn and get quicker. I did my second test a week later, this was just over a week ago, and I got more laps in and showed good progress.

I am really enjoying my time with Kevin's team, I have been very well received when I arrived here and it has been a good experience.

And every single day we have been talking with Roberto. He was at the first test, and he's since been doing other jobs in the USA but he is coaching me over the phone. He is giving us so many tips and this is very important for us to have a reference of a F1 and Formula Ford



Cadu and his brother get some Festival reading

driver racing driver and a winner too.

Roberto also suggested that we use the simulator at iZone Performance and work with its founder and performance director John Pratt. We are looking for more preparation in addition to the days out on track we're getting, to help the mental and the physical part and create it step by step.

I hope I will learn a lot by racing at the Festival. I'll be trying to make the most of it and I will try to give my best. We are here to get the new experience, give the most energy to the Festival and do my best racing in Formula Ford.

And my plan is to come back to the UK and do a season in Formula Ford next year, though we need sponsors to help us get back here to do the full season. A full Formula Ford season is also something Roberto Moreno recommended to me. He said for me that the best way to learn is to do the next year in Formula Ford in the UK because it's a car that doesn't have wings so I'll learn about the mechanical side and this makes a difference for drivers these days.

I ultimately aim to do Formula 1, like so many other racing drivers. Roberto Moreno is my reference for the Festival, I also look to Max Verstappen and Ayrton Senna.

And we are in good hands here for the Festival with good people like Alan Bowles and Roberto and all the people who are helping us to make this happen. We prayed a lot for God for this to happen and this dream is happening now.

"Roberto Moreno told me 'I was looking at your races and really you are different'"

WHAT'S ON

YOUTUBE REVIEW

In this Motorsport News edition we look forward to this weekend's very special date on the calendar: the Formula Ford Festival.

And if you want to get further into the mood you can relive the entire Sunday of last year's event, thanks to organiser British Racing and Sports Car Club's YouTube live stream. It's at: youtube.com/

watch?v=rTJhXK2BvXY.

Last year's Festival was particularly special. For the landmark 50th running no less than former winners Roberto Moreno, Jan Magnussen and Dennis Lind were back to relive Festival frolics. Sadly though with Moreno, due to a sub-optimal Saturday, you'll only spot him in the historic final (and even then

only briefly). Still though the almost 100-strong field had the Festival's typical heady mix of young guns, Formula Ford establishment figures and everything in between.

The grand final was, suitably, a thriller, with just 2.3 seconds separating the first 10 home. And that was just part of the drama.

Graham Keilloh



The Festival: how close?

TV GUIDE



Active success: Senna in Detroit '87

Today (Thursday) and tomorrow Sky Sports F1 builds us up for this weekend's United States Grand Prix by showing Stateside Formula 1 races from the past.

Today it has the more recent variety, starting with 2016's US GP at 0930hrs. While tomorrow the channel delves further back, kicking off

at 1030hrs-1115hrs with highlights of 1982's Long Beach race, then at 1115hrs it's 1983's Long Beach contest.

From 1300hrs it's 1987's action at Detroit then at 1345hrs it's 1990's Phoenix race. Then at 1530hrs-1730hrs it's a full race from 2007 at Indianapolis.

As usual too you can grab daily highlights of

this weekend's World Rally Championship encounter, Rally Spain. The first day's best is on Friday at 2145hrs-2215hrs on BT Sport 3, Saturday's best is on BT Sport 2 that day at 2230hrs-2300hrs, while the final day's best is still on BT Sport 2 on Sunday at 2145hrs-2215hrs.

Graham Keilloh

LIVE TV

FORMULA 1 UNITED STATES GRAND PRIX AUSTIN

Practice 1: Friday, 2000hrs-2130hrs, Sky Sports F1

Practice 2: Friday, 2245hrs-0045hrs, Sky Sports F1

Practice 3: Saturday, 1945hrs-2110hrs, Sky Sports F1

Practice 4: Sunday, 1100hrs-1230hrs, BT Sport 1

Practice 5: Sunday, 1300hrs-1430hrs, BT Sport 1

Practice 6: Sunday, 1500hrs-1600hrs, BT Sport 1

Practice 7: Sunday, 1700hrs-1800hrs, BT Sport 1

Practice 8: Sunday, 1900hrs-2000hrs, BT Sport 1

Practice 9: Sunday, 2100hrs-2200hrs, BT Sport 1

Practice 10: Sunday, 2300hrs-2400hrs, BT Sport 1

Practice 11: Sunday, 0000hrs-0100hrs, BT Sport 1

Practice 12: Sunday, 0200hrs-0300hrs, BT Sport 1

Practice 13: Sunday, 0400hrs-0500hrs, BT Sport 1

Practice 14: Sunday, 0600hrs-0700hrs, BT Sport 1

Practice 15: Sunday, 0800hrs-0900hrs, BT Sport 1

Practice 16: Sunday, 1000hrs-1100hrs, BT Sport 1

Practice 17: Sunday, 1200hrs-1300hrs, BT Sport 1

Practice 18: Sunday, 1400hrs-1500hrs, BT Sport 1

Practice 19: Sunday, 1600hrs-1700hrs, BT Sport 1

Practice 20: Sunday, 1800hrs-1900hrs, BT Sport 1

Practice 21: Sunday, 2000hrs-2100hrs, BT Sport 1

Practice 22: Sunday, 2200hrs-2300hrs, BT Sport 1

Race: Sunday, 1830hrs-2300hrs (start time 2000hrs), Sky Sports F1

Practice 1: Friday, 2000hrs-2130hrs, Sky Sports F1

Practice 2: Friday, 2245hrs-0045hrs, Sky Sports F1

Practice 3: Saturday, 1945hrs-2110hrs, Sky Sports F1

Practice 4: Sunday, 1100hrs-1230hrs, BT Sport 1

Practice 5: Sunday, 1300hrs-1430hrs, BT Sport 1

Practice 6: Sunday, 1500hrs-1600hrs, BT Sport 1

Practice 7: Sunday, 1700hrs-1800hrs, BT Sport 1

Practice 8: Sunday, 1900hrs-2000hrs, BT Sport 1

Practice 9: Sunday, 2100hrs-2200hrs, BT Sport 1

Practice 10: Sunday, 2300hrs-2400hrs, BT Sport 1

Practice 11: Sunday, 0000hrs-0100hrs, BT Sport 1

Practice 12: Sunday, 0200hrs-0300hrs, BT Sport 1

Practice 13: Sunday, 0400hrs-0500hrs, BT Sport 1

Practice 14: Sunday, 0600hrs-0700hrs, BT Sport 1

Practice 15: Sunday, 0800hrs-0900hrs, BT Sport 1

Practice 16: Sunday, 1000hrs-1100hrs, BT Sport 1

Practice 17: Sunday, 1200hrs-1300hrs, BT Sport 1

Practice 18: Sunday, 1400hrs-1500hrs, BT Sport 1

Practice 19: Sunday, 1600hrs-1700hrs, BT Sport 1

Practice 20: Sunday, 1800hrs-1900hrs, BT Sport 1

Practice 21: Sunday, 2000hrs-2100hrs, BT Sport 1

Practice 22: Sunday, 2200hrs-2300hrs, BT Sport 1

WHAT'S ON

RALLYING SATURDAY

■ **Carlisle Stages, Kielder**
Roger Albert Clark Rally Motor Club (spectators admitted) racrmc.org

■ **Twyford Stages, Lincolnshire**
Mid-Derbyshire Motor Club (no spectators) mid-derbyshire-mc.co.uk

RACING SATURDAY

■ **Oulton Park International, Cheshire**
BRSCC meeting: FF1600, Fun Cup, ST-XR Starts racing from 1015hrs (qualifying from 0830hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY

■ **Brands Hatch Indy, Kent**
Formula Ford Festival: FF1600, Fiesta, Fiesta Junior, Modified Ford, Silhouettes Starts Saturday, racing from 1335hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Silverstone GP, Northants**
Motor Racing Legends/MSVR: Woodcote Trophy/Stirling Moss Trophy, Woodcote Pall Mall Cup, Historic Touring Cars/U2TC/60s Touring Cars, Gerry Marshall Trophy, Jaguar Classic,

GT Allcomers, Jack Sears Trophy, HRDC Allstars/Classic Alfas Starts Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 1210hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only

■ **Donington Park National, Leics**
BARC meeting: British Endurance, Britcar Trophy, Praga Cup, Ginetta G40, Mini Challenge, Pre '66 Classic Touring Cars, Pre '83 Touring Cars, Pre '93 Touring Cars/Pre 2003 Touring Cars/Super Tourers, Blue Oval Saloons/Classic and Historic Thunder Saloons/Jaguars Starts Saturday, racing from 1315hrs (qualifying from 0910hrs) Sunday, racing from 0940hrs (qualifying from 0910hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SUNDAY

■ **Snetterton 200, Norfolk**
CTA meeting: TCR UK, Civic Cup Starts racing from tba (qualifying from 0900hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422

Details correct at time of going to press, please check with organisers before travelling

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Tim Sawyer went to a Vintage Sports-Car Club trial recently



David Harbey's rallying photo



Gary Hill's shot from Brands Hatch



Peter Atkins' BTCC photograph



Rich Cranston went to Bathurst

Photographs must be of a good quality and please send no more than three images

NEXT EDITION

OUT THURSDAY, OCTOBER 27

The MN Awards issue is here!

Find out who has been short-listed for our 2022 gongs



We lift the lid on our superstar performers from the last 12 months



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If you wish to advertise in the Motorsport News Classified please **call 01732 445328** or **email Russell@talkmediasales.co.uk**
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Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

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Important

The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

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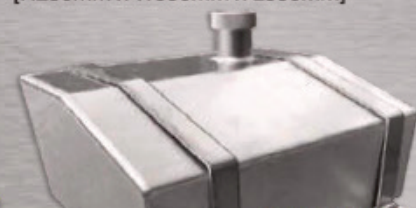
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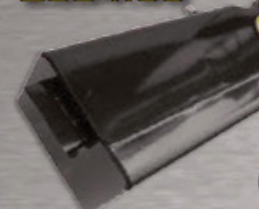
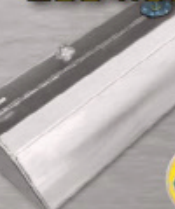
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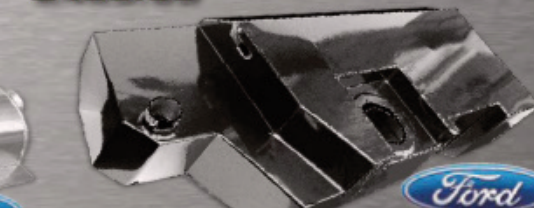
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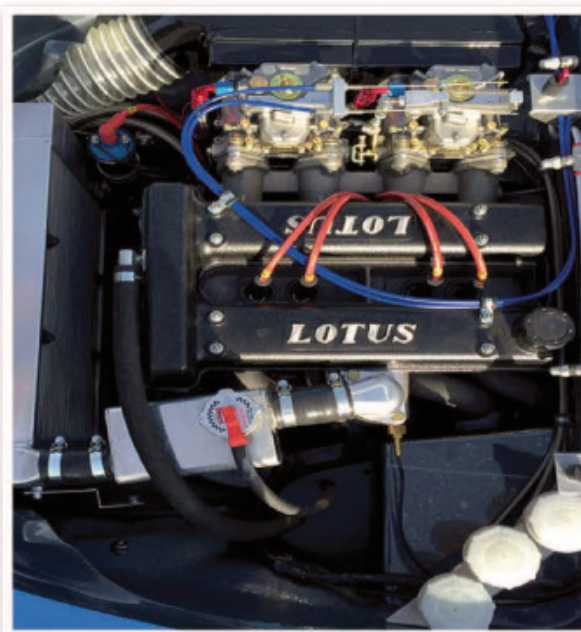
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116801

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